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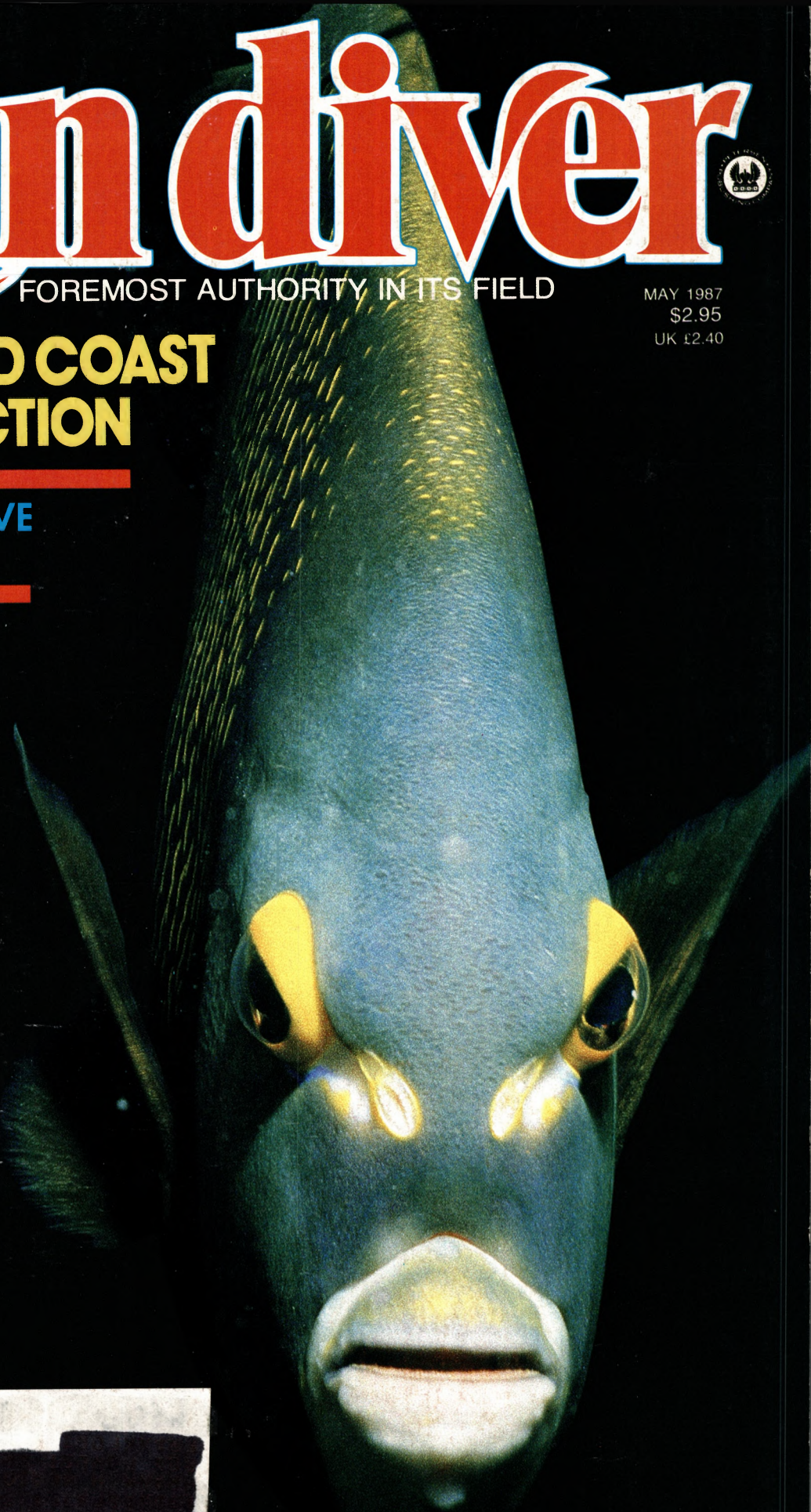
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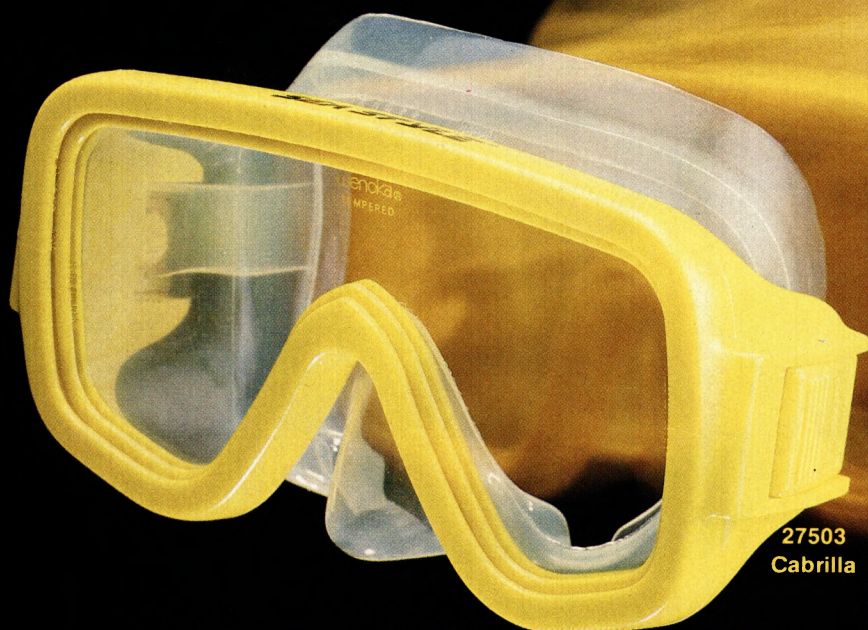
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Photography by
Mark M. Lawrence



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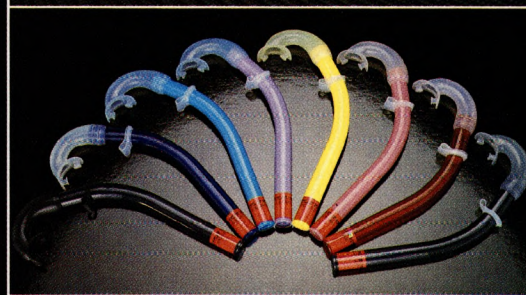
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SeaStyle Ultra Light Snorkles to match

skin diver

Volume Thirty-six Number Five

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COVER

Eyeball with a French angelfish—a common U/W inhabitant of the Caribbean, Bahamas and Florida Keys. Geri Murphy took the photo using a Nikonos V with 28mm lens, Nikon Close-Up Kit, Ikelite Substrobe M.

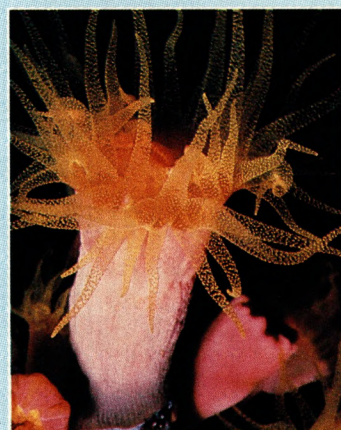
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SDM Editorial

BY PAUL J. TZIMOULIS

RESTORING REGULATOR PERFORMANCE

A dive regulator is subjected to a wide variety of corrosive contaminants because of the harsh environment in which it must function. Salt air and saltwater moisture from ocean trips can collect inside and freeze working parts. Carbon dust, chlorinated water, ozone and hard-water mineral deposits can also do damage. The accumulation of these harmful deposits is usually not noticeable because the process is so slow, so gradual.

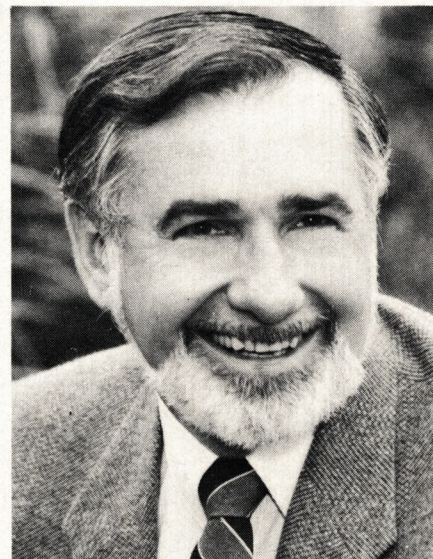
Even though you have stored it in a cool, dry place, those deadly corrosive contaminants have had their chance to form hard, crusty deposits in the regulator and do more harm than actual use in open water. Much of this damage goes

unnoticed because it is happening inside, hidden from the eyes of the owner.

Several leading regulator repair technicians have revealed seven deadly sins that affect regulator performance:

1) *Hard Breathing* is most commonly caused by saltwater corrosion. Internal moving parts become encrusted with salt crystals and a scale, which causes them to stick or operate sluggishly. Inhalation resistance is often tripled or quadrupled, thus making it extremely difficult or impossible to obtain sufficient airflow at depth during heavy breathing.

2) *Rust Clogging* the sintered filter of the first stage can be caused by the rust or corrosion dust that accumulates inside



a scuba tank. Fine rust particles clog the pores of the filter screen and often coat the internal moving parts, causing sluggish or sticky operation.

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3) *Carbon Dust Clogging* sometimes results from ultra-fine carbon dust, the by-product of a poorly operating air compressor. The carbon dust comes from the charcoal filter on the air compressor. This condition may go unnoticed for quite some time because the buildup is so slow and the dust almost invisible.

4) *Water Leakage* in the regulator mouthpiece is commonly caused by the deterioration of the second stage exhalation valve. The super-thin rubber disc becomes gummed-up from the effects of chlorinated pool water, ozone in the atmosphere or normal aging. Stickiness of operation can cause increased exhalation resistance, intermittent water leakage and, finally, complete flooding of the second stage.

5) *Freeflowing* can be caused by dirt or dust particles that mar or dent the high pressure valve seat in the first stage. The smallest speck of dirt or rust on this finely-machined surface can cause a steady seepage of high pressure air into the low pressure hose and second stage. The damage is irreversible and the leak tends to get worse with additional use, until air is flowing out of the regulator mouthpiece in an uncontrolled stream.

6) *O-ring Leaks* can result from the buildup of salt corrosion inside the regulator or from a general drying out of the silicone lubricant needed to keep these seals healthy. The slightest crack, tear,

nick or split on the surface of an O-ring will break the seal and cause either an intermittent or steady leak of air. Continued use of a faulty O-ring can result in a complete break of that seal and the rapid flow of large amounts of air.


7) *Erratic Flow* of air can be caused by a second stage that is not properly tuned or has parts that are sticking. The intermediate stage pressure may be wrong or the second stage lever improperly set or perhaps the breathing diaphragm is brittle. Internal parts and settings go out of whack as a result of aging, hard use or saltwater exposure.

No amount of washing or careful use can completely prevent your regulator from getting out of tune. Routine maintenance can prolong its good performance, but eventually your regulator will need service and tuning. The job should be done every six months or once a year, depending on the amount of usage and the kind of exposure your particular unit receives. Generally speaking, a good internal cleaning (ultrasonic or acid dip) by an experienced regulator repair technician will take care of 90 percent of the performance problems. Parts replacement is generally minimal, amounting to a few O-rings and perhaps a valve seat and more flexible breathing diaphragm.

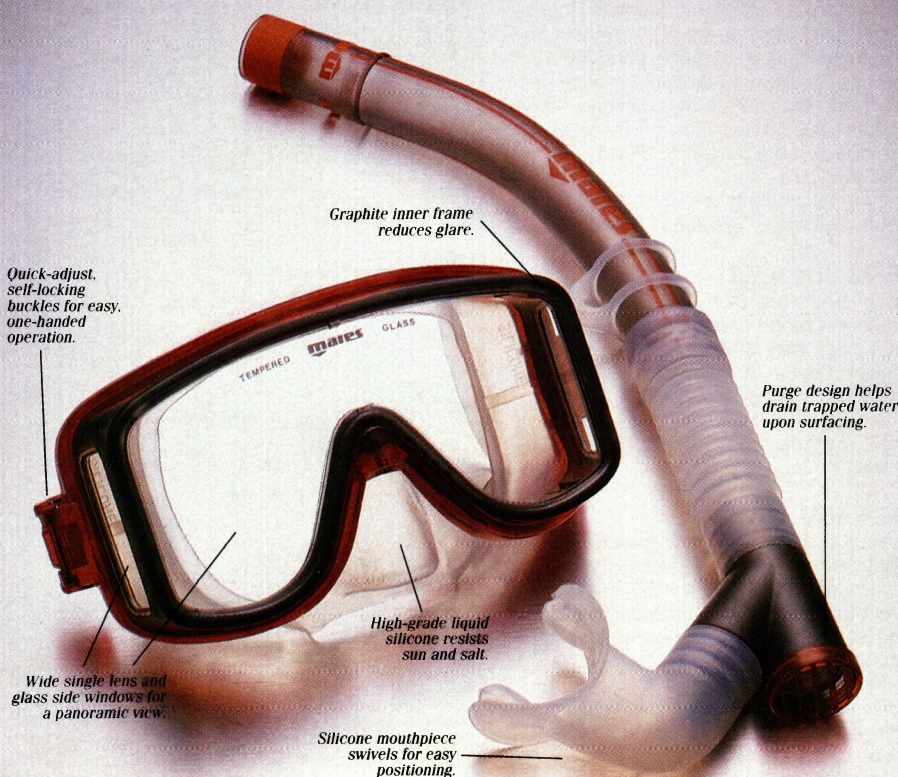
Considering the vital importance of good regulator function, the cost of cleaning and tuning is surprisingly rea-

sonable, usually less than \$50, most of which is for technician labor. When you divide this repair charge by the number of months of trouble-free performance you receive, it amounts to a small maintenance charge of three to four dollars per month. It is a small price to pay for the care of a life support device.

Where should you take your regulator for repair? You have several options. The most obvious is your local professional dive store where you may have originally purchased your regulator or where you regularly obtain air fills. Many pro dive stores maintain a well stocked service center for the equipment they sell and their technicians are sent to dealer repair workshops conducted by the factory. Another option is to send your regulator to one of the large service centers that specialize in the repair of regulators, hydrostatic testing of tanks and servicing of other scuba accessories. Your regulator can be mailed in, serviced and returned in less than two weeks. A third option is to send your regulator back to the factory where it can be overhauled by personnel who generally have every conceivable replacement part at their disposal.

The most important thing to remember about getting your regulator repaired, cleaned or tuned is that it should be done *early* in the season. Don't go in the water if your breathing machine isn't performing perfectly. 

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Diver's Calendar

OCEAN SEA-SON

The Ocean Festival Sea-Season continues in the Fort Lauderdale, Florida area **through May 10**. Events include seafood sampling and judging May 1 at the Galleria shopping mall; a sea turtle release May 2 at John U. Lloyd Park in Dania; sailboat serenade at Ocean Fantasy Charters May 3; and Mother Ocean Day (diving) May 10, sponsored by Underseas Sports Dive Club.

For a festival schedule or more information (dates may change) telephone (305) 462-5573. 🌊

PRINCETON SCUBA CLUB AUCTION

The Princeton Scuba Club will hold its annual auction and equipment swap at the Princeton Junction Firehouse, Princeton, New Jersey **May 2**. For information call (609) 924-4240. 🌊

U/W ARCHAEOLOGY WORKSHOP

The Atlantic Alliance for Maritime Heritage Conservation and Pan Aqua Divers will offer an underwater archaeology workshop **May 2-3** at the 92nd St. YMHA in New York City. Duncan Mathewson will direct the event. Archaeological dives are scheduled for May 9 near Long Island.

For information contact Pan Aqua Diving, Inc., 166 West 75th St., New York, NY 10023; (212) 496-2267. 🌊

PACIFIC OCEAN GAMES

The Kingfish, Inc. and Los Angeles County Underwater Instructor's Association will host the first annual Pacific Ocean Games during **May, June, July and August** at various dive stores in the Southern California area. The games are a series of skin and scuba trials, with the funds raised to benefit the Catalina Hyperbaric Chamber. Divers will compete for prizes including dive equipment and travel.

For information contact Kingfish, Inc. 2305 Pullman Lane, Redondo Beach, CA 90278; (213) 374-1990. 🌊

U/W HOCKEY COMPETITION

The Underwater Society of America will host the 1987 National Underwater Hockey Competition in Champaign, Illinois **May 8-10**. The event will determine the team that will control the selection of players who will represent the U.S. in the international competition in Holland next year.

For information contact Brian Blackmore, 608 East White Street, #31, Champaign, IL 61820; (217) 352-0184 or Paul Ulbrich, 5132 South Dorchester, Chicago, IL 60615; (312) 493-5846. 🌊

CFPD GEAR SALE

The Central Florida Pleasure Divers will hold their annual used gear sale at Jim Hollis Scuba World, 5107 E. Colonial Dr., Orlando, Florida **May 16**.

For information call Mark Muhlan (813) 858-7356 or George Nolen (305) 298-7739. 🌊

CARP SHOOT

Dolphin Divers of Sacramento, California will host the sixth annual Carp Shoot **May 16** at Lake Camanche. Spearfishermen collect carp and compete for valuable prizes.

For information contact Jack Millard, 1731 Howe Avenue, #162, P.O. Box 254480, Sacramento, CA 95825; (916) 782-7195. 🌊

CAVE DIVING WORKSHOP

The National Speleological Society Cave Diving Section will hold its 29th annual Spring Cave Diving Workshop-Festival **May 23-24**. Registration will be at Branford High School, Branford, Florida at 7:00 am May 23.

For information contact Spring Workshop-Festival, NSS Cave Diving Section, P.O. Box 950, Branford, FL 32008-0950. 🌊

LAKE DIVE FESTIVAL

The 18th annual Bad Medicine Lake Dive Festival, sponsored by Northwest Divers of Moorhead, Minnesota will be held **May 23-25** at Bad Medicine Lake. There will be competition for divers and nondivers, games, drawings and an ecology clean-up for children.

For more information contact Northwest Divers, 1701 North 11th Street, Moorhead, MN 56560; (218) 233-6088. 🌊

TREASURE DIVE

The fifth annual Memorial Day Treasure Dive will be held at Square Lake in Washington County, Minnesota **May 25**. For information contact Bob Bailey at Smith Diving, 2622 Central Avenue NE, Minneapolis, MN 55418; (612) 789-DIVE. 🌊

UHMS CONFERENCE

The Undersea Hyperbaric Medical Society (formerly the Undersea Medical Society) will hold its annual scientific meeting and the 12th Conference on Clinical Applications of Hyperbaric Oxygen **May 27-30** in Baltimore, Maryland. There will be sessions on research as well as clinical applications in diving and hyperbaric medicine.

For information contact UHMS, 9650 Rockville Pike, Bethesda, MD 20814. 🌊

DIVERS JUBILEE

The International Skin Divers Association will host the second annual International Skin Divers Jubilee **May 30-31** at the Curtis Hixon convention Center in Tampa, Florida. There will be exhibits, guest speakers and films.

For information contact ISDA, P.O. Box 130007, Tampa, FL 33681; (813) 831-9596. 🌊

NANEA KAI '87

Nanea Kai '87, a film/video festival, will be held **May 30-31** at the Neil Blaisdell Exposition Hall in Honolulu, Hawaii. The event features the latest footage of Hawaii's watersports, including scuba diving, windsurfing, sailing, surfing, etc.

For information contact TORCH, P.O. Box 90396, Honolulu, HI 96835 or call the University of Hawaii Sea Grant Extension at (808) 948-8191. 🌊

(Continued on Page 35)

skindiver

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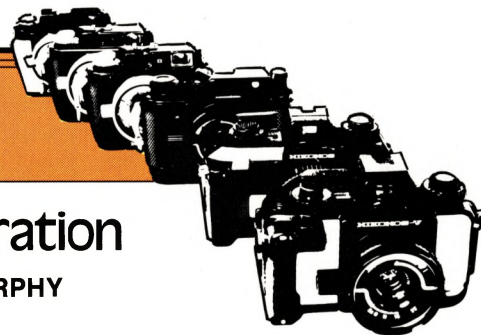
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LESSON IV: Camera Preparation

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Before you load your Nikonos V with film and take it underwater, you need to make a pre-dive check of all internal systems and controls. This procedure is similar to the pre-flight check pilots give their aircraft before takeoff. The concept is the same: Check your gear before you use it.

By carefully following the pre-dive camera check you can avoid a great many disappointments. For example, there is nothing more disheartening than discovering your camera has a dead battery when you are already 30 feet underwater. Worse yet is a flash that will not fire or a camera that leaks.

BASIC CHECKLIST

The pre-dive check is conducted *prior to loading the camera with film*. This procedure allows the freedom of checking all systems and controls without wasting a single frame of film.

First, make a simple list of the five basic areas that require checking and possible maintenance: 1) O-rings; 2) battery; 3) electronics; 4) lens and 5) flash. Keep this with your camera when it is in storage and refer to it when preparing for your next trip.

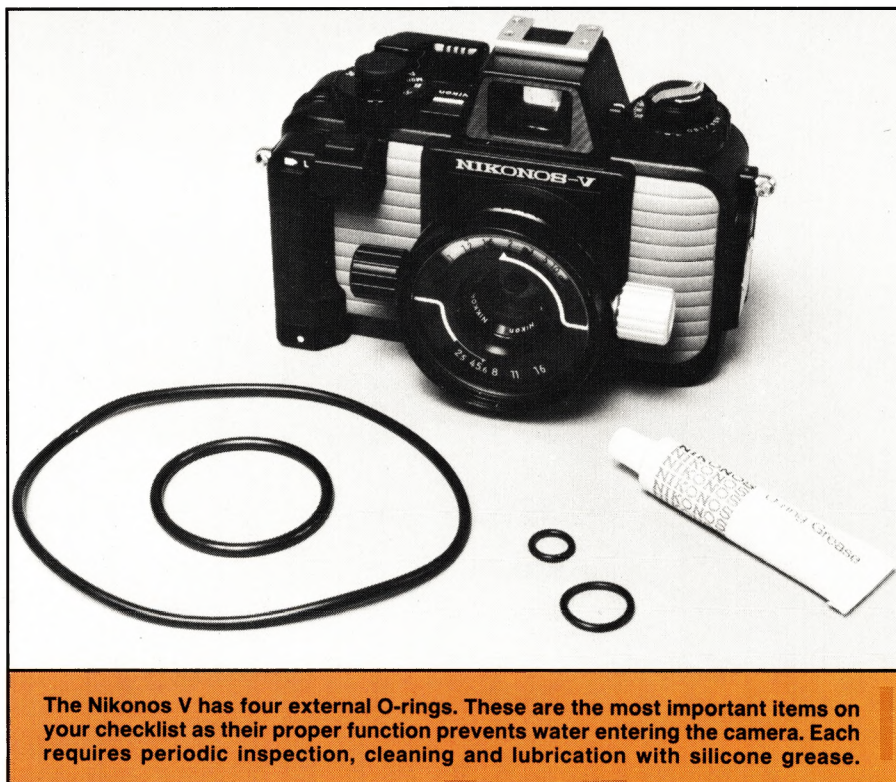
O-RING CHECK

The O-ring seals on the Nikonos V are by far the most important item on your list. They require the most attention; inspection, cleaning and lubrication. Why all the fuss? Because O-rings require a light coating of silicone grease to function properly. The lubricant allows them to form watertight seals under pressure.

Unfortunately, O-ring lubricant can dry out when the camera is stored for long periods. And, dry O-rings may disrupt seals and cause flooding.

Ironically, the very same grease that ensures smooth O-ring function also acts like a magnet, attracting dirt, sand, hair and lint. Any of these foreign particles can also disrupt the O-ring seal and cause flooding.

The Nikonos V has four exterior O-rings at the: 1) lens mount; 2) camera back door; 3) battery compartment; 4) flash cord connector or flash socket plug. All require close-up inspection for foreign particles and proper lubrication.



The Nikonos V has four external O-rings. These are the most important items on your checklist as their proper function prevents water entering the camera. Each requires periodic inspection, cleaning and lubrication with silicone grease.

If an O-ring is dirty, remove and wipe it clean with a white cloth or lint free paper. Apply a thin coating of silicone so the O-ring is moist but not overly greasy. Use a cotton tipped swab to remove any particles from the metal O-ring groove, then replace the O-ring.

BATTERY CHECK

It is essential to check the camera's battery, especially after several months of storage. It provides the power for operating the camera's electronic shutter as well as the automatic exposure system.

Remove the battery and check its condition with a battery tester. If that is not possible, replace the battery with a fresh one and keep the old one as a spare. It is also good practice to wipe off the battery's contact areas with a clean cloth or paper towel.

ELECTRONICS CHECK

Once the battery has been checked or

replaced, it is time to check out the electronic system. Before starting, set the ASA/ISO dial for the film speed you intend to use. You will find this number on the film box as well as the cassette.

In order to turn on the electronics systems, you must first advance the film counter to frame 1 or greater. This is accomplished by cranking the film advance lever and triggering the shutter release approximately three times.

Once on frame 1, peer into the viewfinder and depress the shutter halfway. You should see red indicator lights. You are now ready to run a check of the electronics controls.

First, set the aperture on f/4 and the shutter speed on 1/30. Point the camera at a lighted area outdoors or a lamp indoors. The viewfinder display should show a solid glowing 30 and higher flashing number such as 500. The flashing number indicates the correct shutter

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The Nikonos-V system.

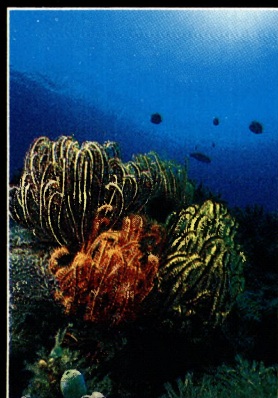
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Nikonos-V—advanced electronic technology in an easy to use system. Automatic TTL (Through The Lens) flash exposure control for fast, accurate results; manual shutter speeds for creative control; large, bright viewfinder with LED exposure information and the most accurate light meter ever in an underwater camera make taking pictures easy and rewarding.



The colors are incredible. There are simply no names for some of these shades. You wonder if your photographs will capture the vivid red corals and purple



sponges or the subtle markings of the multi-hued fish. You need an underwater flash—one that will record the natural tones of these spectacular colors at the proper exposure and give you even lighting coverage over the entire frame.

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Revolutionary TTL auto flash exposure control, plus three manual power settings. The Nikonos-V reads the light that actually strikes the film and shuts off the Speedlight at the moment of precise exposure. A compact, and accurate exposure system that makes taking colorful underwater pictures easy—even for novices.

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Nikonos TTL Speedlights take the exposure guesswork out of macro photography. Simply frame your subject and shoot. These incredibly bizarre details are all captured in sharp, colorful renditions—producing a favorite topic of conversation with friends.



work out of macro photography. Simply frame your subject and shoot. These incredibly bizarre details are all captured in sharp, colorful

renditions—producing a favorite topic of conversation with friends.

Nikonos Technique Magazine

Of course underwater photography is a subjective art form that is based on technical skills. You will want to expand your knowledge and improve your skills. Nikon introduces NIKONOS TECHNIQUE magazine—an educational publication for underwater photographers of all skill levels and authored by the best professional underwater photographers in the world. See the exciting world beneath the sea through the lenses of these great pros and find out how they capture their results. Look for Nikonos



Technique magazine at your Nikon dealer. **Nikonos-V: Above and below the surface.** The Nikonos-V is a camera that can be used top-

side as well—365 days a year. Because it is rugged, waterproof, and automatic, it is the perfect camera for boating, skiing, rafting or at the beach.

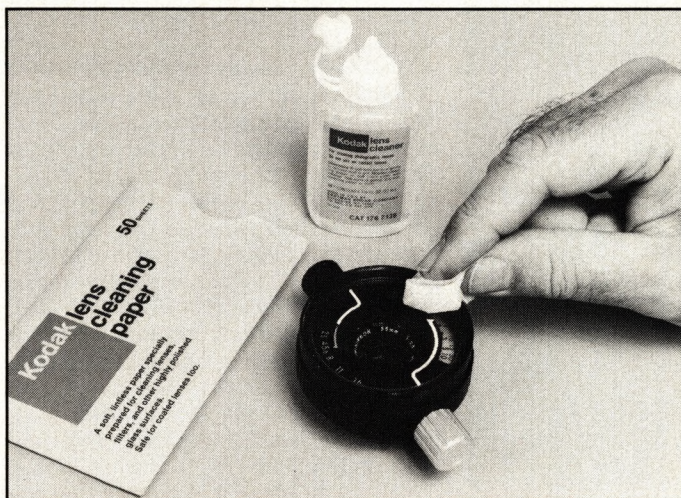
Capture the adventure. Now that you know what tools you need to capture the adventure and excitement of diving, see your Nikonos dealer for help in getting you started in underwater photography now. Soon your images will be decorating the walls of your home or office. Your friends will be able to share in the adventure with you and will be intrigued and impressed with your new skills.

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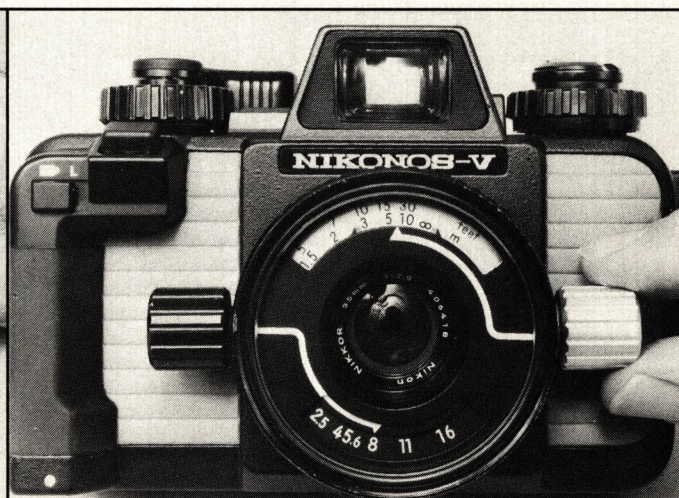


The adventure of diving. Capture it and share it.

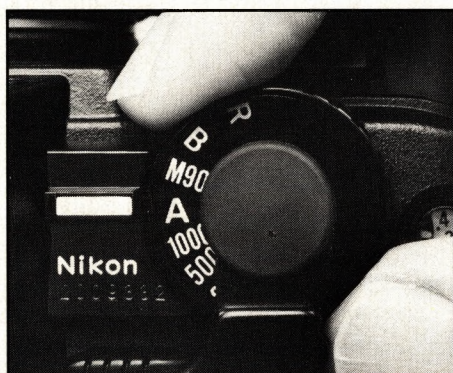




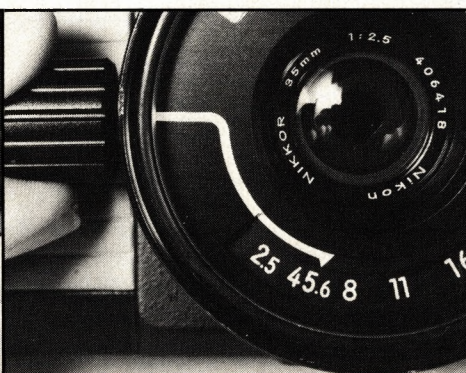
Remove the lens and check its front and back elements for smudges or dirt. Clean the lens with lens cleaning paper that has been dampened with lens cleaning fluid.



Check the focus control knob by turning it through the full range of the scale in each direction. It should turn smoothly and the center of the lens should move in and out.



Turn the shutter speed dial to A to check the Nikonos V's electronics system through automatic exposure.



Turn the aperture control the range of the scale in both directions. The aperture iris should open and close.



The film frame counter must be advanced to frame 1 to switch on the Nikonos V electronics system.

speed for the aperture selected.

Next, set the shutter speed dial on A for automatic exposure and repeat the test. Now you should see a steady glowing number (such as 500) where before it was a flashing number.

If you have a TTL electronic flash hooked up to your camera, turn it on. You should see a steady glowing red thunderbolt in the lower right hand corner of the viewfinder. A flashing arrow on the right or left side of the display simply indicates an under or overexposure warning.

LENS CHECK

Assuming you have already completed an O-ring check on the lens, the next step is to check the mechanical controls. Turn the aperture control the full range of the scale, first one way and then the other. It should turn smoothly and easily and you should be able to see the aperture open

and close.

Next, perform the same test on the focus control. It should also operate smoothly and you should detect a slight movement of the center portion of the lens as it goes in and out.

The final check is for grease smudges, fingerprints or dirt on either the front or rear element of the lens. Remove the lens from the camera and inspect it both front and back. If needed, wipe it with lens cleaning paper that has been wetted with a few drops of lens cleaning fluid.

FLASH CHECK


If you are planning to use a flash, hook up the sync cord and turn on the flash. When the ready light comes on, trigger the shutter release button to see if the flash is firing. Repeat this test several times while holding the flash sync cord at different angles and positions. This is a

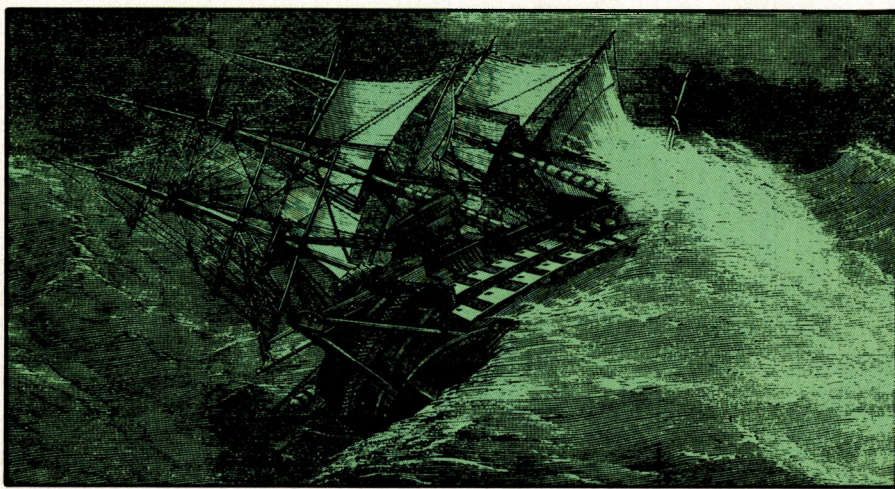
good check for broken sync cord wires that may be shorting out.

While firing the flash repeatedly, you may wish to time its recycle. It should not be more than two seconds longer than the recommended recycle time. Longer recycle times indicate low battery power.

CONCLUSION

After you have completed this series of pre-dive camera checks, you can begin your diving day with a lot more confidence in your photo equipment. In a world where every dive counts, your equipment will be ready to give you maximum performance.

Incidentally, the same procedure should be applied to using your Nikonos V for above water photo sessions. This is exactly the way the pros do it, and this is why they always seem to have perfectly working photo equipment. 



Wreck Facts

BY ELLSWORTH BOYD

Bruce and Bob Lanham, Pleasant Point, California don't claim to be ordinary guys. For years they've worked construction jobs in the winter and sailed the Caribbean in the summer. Nicknamed the Golden Ones, the 32 year old twins have dived nearly every wreck around the Golden Gate and found gold and silver coins on Spanish galleons in the Caribbean. Their wanderlust took them to Panama and the Caribbean last summer where they found many artifacts. Diving on a Japanese freighter sunk off Bajo Nuevo—an island halfway between Honduras and Jamaica—the Lanhams retrieved the ship's whistle, its range light and the compass, telegraph and steam whistle plaques. Moving on to a 300 year old wreck off Panama, they brought up a sundial, galley utensils, coins, medallions and other artifacts. The Golden Ones plan to cruise the South Pacific this summer in search of more shipwrecks.

Jim Levandoski, Hopkins, Michigan is

seeking a publisher for a book length manuscript he has completed about the wreck of the *Cedarville*, which lies in an underwater preserve near the Straits of Mackinac. *The Cedarville: A Day to Remember*, is the story of a limestone carrier that was rammed on a foggy day by a Norwegian ship, the *Topdalsjord*, on Lake Huron, May 7, 1965. Ten men died, all from the *Cedarville*, whose captain lost his license after an inquest in the U.S. District Court. The court ruled the *Cedarville* was in the wrong lane at the wrong time. Levandoski says his research included trips to courthouses, visits with people who were aboard the carrier when the incident occurred, and considerable correspondence with newspapers, libraries and museums. The author says he will be glad to answer questions from divers about the *Cedarville* or other Great Lakes wrecks (he is an authority on other wrecks as well) if a stamped, self-addressed envelope is included. His ad-

Artifacts and marine specimens recovered from a 300 year old wreck off Panama.



photo/Bruce and Bob Lanham

dress is 3164 Thirteenth Street, Hopkins, MI 49328.

Great Lakes divers might be interested in the January/February issue of *Lake Superior Magazine*, which features an article, *Alger Underwater Preserve*, by Fred Stonehouse. Stonehouse, author of seven books about maritime history and Great Lakes shipwrecks, calls the preserve, "Lake Superior's paradise for divers." In Alger County near Munising, the area runs roughly from AuTrain Point east to AuSable Point and includes Munising Bay and the offshore waters of Grand Island. Stonehouse writes about the wrecks of the *Smith Moore*, *Manhattan*, *Herman H. Hettler*, *Dreadnaught* (reidentified as the *Grenada*), *Superior*, *Kiowa*, *Sitka* and others. For information on obtaining a copy of this issue, write to Barb Landfield, *Lake Superior Magazine*, 325 Lake Avenue South, Duluth, Minnesota 55802-2323.

My apologies to Dan Bailey, Redding, California for not putting his interesting information in *Wreck Facts* sooner. I've been backlogged with many letters, Dan's being one of the most intriguing. He writes: "I returned from a trip to Palau and Truk Lagoon, researching material for a new book. While I was there, Francis Toribiong, Dennis Boros, Tewid Boisek and I found seven shipwrecks and two sunken aircraft. Most of the wrecks were partially salvaged in the 1950s and had not been dived for 25 to 30 years. In Palau, we found the 14,050 ton tanker, *Sata*, of the Shinetoko Class, resting upside down in 70 to 120 feet of water.

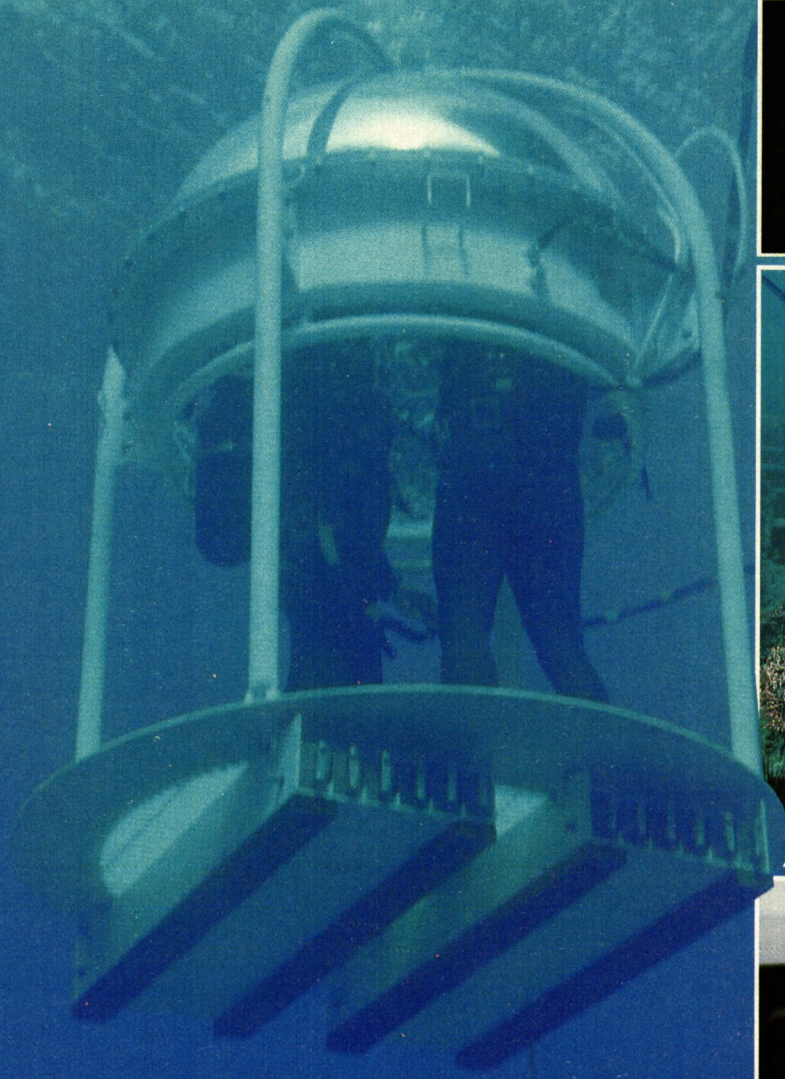
"We entered the superstructure on the starboard side and followed a series of passageways with rooms on both sides. Moving from room to room, we saw a typewriter, a love seat, a beautiful chandelier, a heavy safe and various silt-covered objects we could not identify. There were human remains in what appeared to be the crew's quarters, evidence that many of them did not abandon ship before it sank. The *Sata*'s sister ship, *Iro*, rests upright in similar depths, approximately one-half mile away.

"The latest shipwreck discovery in Truk is the Japanese destroyer, *Oite*, found in the northern part of the lagoon. The destroyer, *Fumitsuki*, is the only important ship remaining to be discovered at Truk."

Dan will answer questions about wrecks in Palau or Truk if you write to him at: 585 Royal Oak Drive, Redding, CA 96001; include a stamped, self-addressed envelope.

Ed Suarez, Columbia, Maryland wrote to tell me about his dive on the *S-49*, a 240 foot long World War I type submarine 130 feet deep in the Patuxent River. The sub was launched in 1921 and deactivated in 1927. At the outset of World War II, when ships were needed, the *S-49* was reactivated and sent to the Naval Air

(Continued from Page 158)



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Scuba Quiz

Category: Diving Safety

Topic: Dive Planning
By Dennis Graver

You have probably heard the phrase, "Proper planning prevents poor performance," and it certainly applies to diving. What is proper planning, though? How familiar are you with the essentials of this area? Here are some thought-provoking questions for you. There are more correct answers than the number requested, so you have the opportunity to do well on this quiz. The answers are on the next page.

1. List four things that can be prevented with good dive planning:

2. List four things that can be increased with good dive planning:

3. List the first three items to be determined when planning a dive:

4. Arrange in order from worst to best the following times for a dive:

- A. High tide
- B. Mid tide—ebb
- C. Mid tide—flood
- D. Low tide

5. List five things you should do to prepare yourself for a dive:

6. List five items other than equipment that should be available on every dive trip:

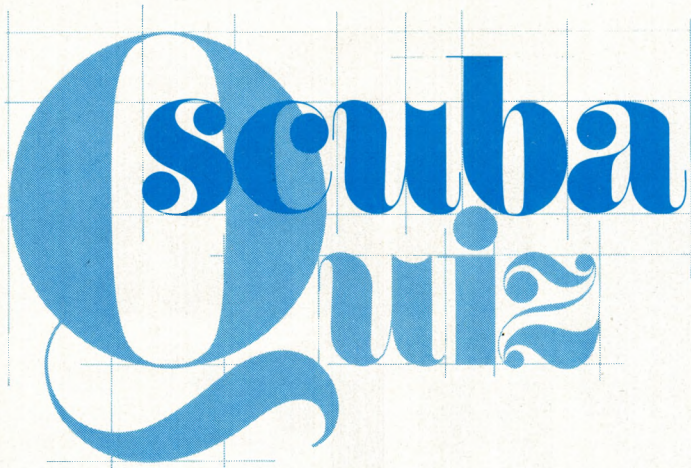
7. List five items requiring the agreement of you and your buddy prior to a dive:

8. List the time when dive planning begins and the time when it ends:
Begins when _____
Ends when _____

9. Which of the following items is not considered part of dive planning?

- ☐ Leaving behind information about your activities
- ☐ On-site evaluation of the dive site
- ☐ Pre-dive buddy inspection
- ☐ Emergency preparations

10. Complete: Planning your dives is actually planning your _____.



Answers: Dive Planning

1. Things that can be prevented with good dive planning:

Accidents—Diving is much safer with good planning.

Frustration—Forgotten items, missing information and more can be disconcerting and are preventable. Frustration from communication problems can also be reduced through proper planning.

Waste of time—Diving is time consuming. Poor planning can lead to a waste of time owing to unfavorable conditions, etc. Last minute rushing can also be prevented.

Equipment problems—Planning for a dive includes equipment preparation. Your equipment should be inventoried and inspected in advance of each dive.

Disorientation—When the dive is well planned, divers have a better idea of where they are while U/W.

Separation—Good planning makes it easier for buddies to remain together.

Surprises—Being surprised, e.g., by adverse conditions, is frequently a negative experience. Strive to eliminate this with planning.

2. Things that can be increased with good dive planning:

Safety—Those who plan their dives well are much safer than those who do not plan.

Enjoyment—The most fun you can have is for you and your buddy to achieve a goal together and to do so requires coordination and planning.

Confidence—You feel better about diving when you are well prepared.

Knowledge of what to expect—Good planning involves research.

Success ratio—The better the plan, the better your chances for success.

3. The first three items to be determined when planning a dive:

Buddy—The selection of a partner affects many other decisions such as what you will do and where you will do it. Choose carefully.

Objective—This is a prime factor in planning. What is the activity? What is the goal? Many other decisions are

based on this one.

Location—Site selection is based on the capability of the team, the objective, the season of the year, water conditions, etc. Be sure to select an alternative.

4. The best time for a dive (worst to best):

B, C, D, A.

Mid tide—ebb. Tidal currents are strongest at mid tide, and an ebb tide usually carries sediment and debris with it.

Mid tide—flood. The flood usually brings clearer water, but currents may cause problems.

Low tide—The water is still, but entries and exits may be more difficult and visibility may be affected.

High tide—This is usually the best time. There is no current and visibility is usually at its best.

5. Things you should do to prepare yourself for a dive:

Be well rested—Divers should have a good night's sleep.

Avoid harmful habits—Abstinence from drinking, smoking or the use of drugs is essential for safety.

Be well nourished—Proper diet provides needed energy, a calm stomach and a good temperament.

Be fit—Good physical condition is a requirement for safe diving. A physical examination should be obtained annually or at least bi-annually.

Be healthy—Do not dive when ill.

Be properly trained—You must be trained for the activity being pursued, especially specialties.

Practice ear clearing—Practice ear clearing a day or two prior to diving to make it easier to equalize pressure.

6. Items other than equipment that should be available on every dive trip:

First aid kit
Drinking water
Spare parts kit
Emergency contact information
Certification card
Swimsuit
Towel

Isn't a checklist a good idea to help you remember these?

7. Items requiring the agreement of you and your buddy prior to a dive:

Signals—You must be able to communicate well.

Emergency Procedures—Agree on how to handle emergency situations both in and out of the water.

Activity—Agree on the objective.

Air supply—Agree on "turn-around" point, minimum psi, etc.

Depth limit—Agree on the maximum depth, then you and your buddy should keep one another above it.

Reunion procedures—Agree on how to reunite if separation occurs.

Entry and exit locations and procedures—Agree on where you will enter and exit and how you will do it.

Who is in charge—A buddy team should have a leader.

Dive pattern—What pattern will be used? What is the general course to be followed? Where do you plan to surface?

8. Planning begins with the decision to make a dive and ends when the dive ends. It is important to think ahead and anticipate upcoming steps in the dive.

9. Filing a "float plan" of your destination and expected time of return is recommended as part of planning. An on-site, pre-dive evaluation of conditions is essential, as are emergency preparations, and both of these activities are included in popular diving texts. A pre-dive buddy inspection is very important and strongly recommended, but it is considered a safety practice rather than part of the planning process.

10. Planning your dives is actually planning your fun, enjoyment, pleasure, etc. Safety is also acceptable. The purpose of diving is safe enjoyment. Proper planning helps ensure this.

I used a different testing approach on this month's topic to make readers ponder the subject and to demonstrate the need to have and use a dive planning checklist. Another objective was to reinforce the need and value of planning. The better the planning, the safer the experience and the greater the potential for success and fun. The advice to "Plan your dive, then dive your plan" is very good, and you are to be commended if you follow it.

If you need a good dive planning checklist, I'll be glad to send you one if you will send a self-addressed stamped envelope and a note stating your request to my attention at NAUI, P.O. Box 14650, Montclair, CA 91763.

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Diving Medicine

BY ALFRED A. BOVE, M.D., PH.D.

At our recent international meeting on underwater and hyperbaric physiology held in Japan, there were many new and important concepts presented that were the result of research in diving and hyperbaric physiology. These came from our national scientific resources and similar resources in other countries. They provide new information on diving physiology that filters down from laboratories to the medical community involved in diving physiology and ultimately to us as sport divers. New ideas coming from research improve our diving from the standpoint of safety, cost and convenience. All aspects of our sport benefit from research. Indeed, we wouldn't have the sport if research had not been encouraged, supported financially and recognized as an important part of our national efforts to extend our frontiers into the sea and into space.

In spite of the importance of environmental research for improving our ability to enter the seas for commercial and recreational purposes, there is a strong and pervasive trend today to eliminate or severely curtail certain research. This is true in those human or animal studies that test the effects of environmental stresses such as diving and cold topics. These are important to our understanding of the undersea environment and our response to working and living in the sea.

In addition to the scientific sessions at the international meeting, a group of environmental scientists, involved in undersea physiology and diving research, met informally to discuss the crisis in the funding of research. Environmental physiology has experienced a significant reduction in research funds from the National Institute of Health. This federal government agency provides funds for all types of biomedical research in the United States and in other countries in some cases. Research funds from the NIH are the backbone of our world leadership in medical research. They have provided a significant number of medical breakthroughs that give us a high standard of health care, extended life expectancy and readily accessible medical care whether we are well or sick.

In the last few years, NIH research funds have grown at a rate that barely keeps up with inflation. Some experts in-

dicade there has actually been a reduction in real dollars for research in recent years. Because of the squeeze on funds, there has been a de-emphasis on environmental and applied research and a tendency to fund very basic research such as cellular and molecular biology. This has severely limited the amount of support diving and other environmental scientists have available for advancing knowledge in these areas.

But, we have some excellent advantages in the United States that our colleagues in other countries have lacked in the past. We have a large private industry base that sometimes needs environmental research and represents an alternative



photo/Bonnie J. Cardone

The hemosponge, developed by Drs. Joe and Celia Bonaventura with funding from the Office of Naval Research, extracts oxygen from either air or water. Funding for such projects in the future is in jeopardy.

funding source. And, of course, there are many needs the military generates because of the environments its personnel are exposed to in their daily activities in peace and war. Space flights have generated an enormous need for understanding the effects on humans of cold, lack of atmosphere and weightlessness. For this research, we can turn to NASA and the U.S. Air Force for funding. If the research is designed to provide new information useful to these agencies, there is a chance funds will be available.

If scientists are interested in heat stress, cold stress or perhaps exercise physiology, they can find some support

for their research from the army. Now, one would guess that if a scientist were interested in research on the undersea environment or in diving physiology, he/she could turn to the U.S. Navy for some research support. Recently, however, the Office of Naval Research—which in the past provided funds for diving research—announced it is no longer interested in this subject. Instead, ONR wants to be on the cutting edge of research with a program in molecular biology. There is clearly an emulation of the NIH in this new policy. But, the navy has a tremendous need for research in undersea and diving physiology—applied physiology—that will make diving safer, will extend operational diving limits to the extent needed in the future, and that will keep us ahead of other friendly and unfriendly countries.

ONR's recent change in policy was discussed at length among the scientists who attended the ninth International Symposium on Diving and Hyperbaric Physiology last September. There was, at the same time, dismay at the apparent lack of understanding by the navy of its own operational needs in undersea research. There was also a serious concern that diving research will end in the United States and be continued vigorously by Japan, Russia, France, the Scandinavian countries and others that see the importance of the undersea environment in the future. If this situation is allowed to proceed, we will fall from our present position as the leaders in undersea research to a position behind other nations.

How do we reverse this trend away from environmental research? Several prominent and well respected environmental scientists have tried to provide advice and insight to those in government who are responsible for establishing national policy on research. This effort seems to have failed. We decided recently to use the collective resources of our professional societies to attempt again to provide some insight to those in the government who are responsible for research policy. Hopefully, this approach will work.

We, as a diving community, have no spokespersons to represent our interests in the support of research that will benefit our health and safety with regard to diving. Whether we are recreational, commercial, scientific or military divers, we need to be represented when funds are being allocated to research by governmental agencies whose goals are to improve understanding of human biology and the interaction of humans with all the environments we can encounter. All of us should take every opportunity to encourage support for diving research.

SWOLLEN HANDS

A reader recently provided an interesting experience we wish to share with our readers. This sport diver noted numbness, swelling and, sometimes, pain in
(Continued on Page 35)

THE CLEAR ADVANTAGE

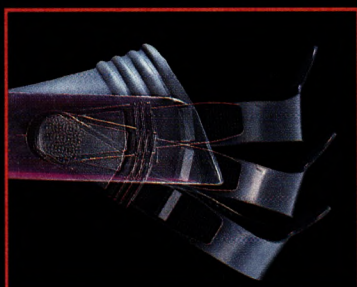


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Color Quest

By SeaQuest & Mares



Since the days of the mammoth skin robe, the evolution of apparel has been a quest for improvements in function, comfort and style. Sport diving gear has followed this same pattern, with the earliest items created merely to enable people to dive. Following this came changes in design that enhanced heat retention, reduced chafing, improved safety, etc. And, while the function and comfort of dive gear are always improving, color has recently entered the picture in a big way. Exhibit A, at left, is yours truly bedecked in the SeaQuest/Mares color ensemble.

Wetsuit: I'm wearing SeaQuest's Newport wetsuit. This beauty is a farmer john/jacket combination available in 6.5 or 3.0mm high density neoprene in both men's and women's styles. SeaQuest indicates this material offers superior insulation. It definitely provides comfort—even in 6.5mm neoprene, the suit stretches for easy donning/doffing and allows the wearer to move without restriction. The material hugs body contours closely, which will reduce the exchange of water during a dive and, therefore, increase heat retention. The suit has durable nylon outside and nylon plush inside for comfort. All of the Newport's seams are glued and blind stitched inside and out for strength and to eliminate leaks. All edges have Lycra binding sewn on.

The Newport's jacket and farmer johns feature attractive inset panels of blue and green, with the shoulder panel incorporating green piping. The pants have a Velcro closing shoulder strap for easy entry and sewn on kneepads for protection and rugged wear. The ankles feature skin neoprene inside for a tight seal and the 6.5mm farmer johns have a spine pad sewn in for comfort and reduced water exchange.

The Newport jacket is a step-in style. This reduces water exchange and allows the jacket to be worn by itself as a shortie in warmer waters. The jacket features a sewn on collar, skin inside wrist seals and a non-corrodible YKK plastic zipper for easy entry. This latter runs completely down one leg of the jacket. There is a Velcro closing key pouch sewn on near the zipper inside.

The Newport comes with a matching

BY JIM WALKER

PHOTOGRAPHY BY AMY STONE

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COLOR QUEST

hood with a wide collar and skin-inside face seal. The suit is available in sizes S through XL for \$365 in 6.5mm and \$245 in 3.0mm.

Buoyancy Compensator: SDM covered the ADVi buoyancy compensator in the June 1986 issue. However, there are new features and new colors. To coordinate with the Newport wetsuit, the basic black ADVi features sewn-on piping of blue and green.

The ADVi has a two bag design with the outer of rugged 420 denier DuPont 6-6 nylon and the inner 15 mil thick ure-

thane. These allow the wearer to adjust the ADVi for maximum comfort and a close fit that decreases drag underwater. The waistband has the added benefit of supporting much of the weight of a tank (when topside) on the wearer's hips instead of the shoulders. The suspension strap allows the inflated BC to flex away from the body without affecting the waistband (i.e., no ride-up).

The ADVi has two large, Velcro closing pockets with the one on the diver's right (the Versapocket) doubling as a slot for a regulator extra second stage. The other pocket has a key clip inside. Both pockets have mesh panels for water drainage. There is also a mesh panel running completely around the bottom of the BC.

The BC has a combination manual/

Mask: New this year, the Trio mask (\$70) is not only good looking, it "looks well." Featuring a wide single lens of 5mm thick, heat tempered glass, the Trio also has twin side windows to increase peripheral vision. The lenses are secured in a translucent polycarbonate frame that is available in red, blue or fuchsia. The frame curves around the diver's face, which positions the lenses closer to the eyes, further increasing the angle of view. This has the added benefit of decreasing the mask volume, which facilitates clearing and reduces drag underwater. The Trio's skirt is soft silicone rubber (graphite or clear). This material is comfortable, hypoallergenic and resistant to breakdown by ozone or ultraviolet light. The skirt has a double face seal and an easy to reach nose pocket.

The mask strap has plastic guides for securing overlap, and adjusts by means of unique self-locking plastic buckles. These have no springs or other hardware. They open with an outward (side-ways) pull on the strap and close themselves when tension on the strap attempts to pull it back out of the buckles.

Snorkel: The Profi snorkel (\$13) has a curved barrel of flexible, translucent plastic in red, blue, graphite, emerald or fuchsia. Its shape reduces drag U/W and its large bore allows easy breathing.

The Profi's mouthpiece is soft silicone rubber and swivels 360 degrees for individual positioning. It is orthodontically designed to fit the mouth comfortably and reduce jaw fatigue. The snorkel barrel has a bright orange tip for high visibility.

Fins: SDM reviewed the clear-bladed Plana Avanti fin in the March 1986 issue, but it is now available with a blue blade (\$90) as well. Both blades are snappy Tecralene, bonded to a soft foot pocket (black). The two parts have a lifetime warranty against separation (original owner). The Tecralene blade is designed to give maximum propulsion from minimum effort. It also features high side ribs and flexible membranes to channel water along the blade and further increase kicking power. These actually increase the surface area of the blade on the power stroke. They also help prevent sideslip during the kick.

The foot pocket is orthopedically designed for comfort while the diver is wearing booties. Its heel strap is easily adjusted by means of self locking, snap-in buckles that swivel for individual positioning. The Avanti is available in sizes S through XL with the larger sizes having proportionately larger blades.

The color ensemble from SeaQuest/Mares integrates your dive gear into a smoothly functioning system that is also appealing to the eye. In this case it was built around the Newport wetsuit, but other ensembles feature other SeaQuest wetsuits: the Dorado (black and charcoal with red piping) and the Catalina (blue with red/gold inserts). See them all at your SeaQuest/Mares dealer. »



SeaQuest/Mares offer several color matched dive gear ensembles. This one features the Newport wetsuit, ADVi buoyancy compensator, Plana Avanti fins, Trio mask and Profi snorkel. (The Newport comes with a matching hood that is not shown.) Each of these items incorporates rugged materials and unique design features that enhance comfort and function.

thane. It features padded, easily adjustable shoulder straps with snap-in buckles. Drysuit wearers will especially appreciate these shoulders as they will not inhibit access to chest mounted inflation valves. This year's ADVi shoulder straps feature SeaQuest's Guarded Side Release Buckles. These are easier to open when wearing mitts. Also, the buckles now feature a large thumb lever. Pressing up on this loosens the strap adjustment. A unique feature of these buckles is they can be positioned along the length of the shoulder strap (separate from strap adjustment) for individual comfort.

There is one adjustable chest strap (with snap-in buckle) and a similar suspension strap around a wide, padded cummerbund-style waistband that closes

power inflator mechanism attached to the left shoulder. Pulling down on the inflator's corrugated hose opens a dump valve on the shoulder. This year's inflator mechanism incorporates new components for durability. There is also an over-pressure relief valve built into the back of the BC.

The most unique feature of the ADVi is the integral backpack. It comes with a collapsible tank band and can be adjusted to position the waistband at various heights to accommodate individual body shapes. The backpack has a wide, rigid support member built in for comfort at the diver's lower back.

The ADVi is available in sizes S through XL with CO₂ inflator mechanism (\$490) or without (\$475).

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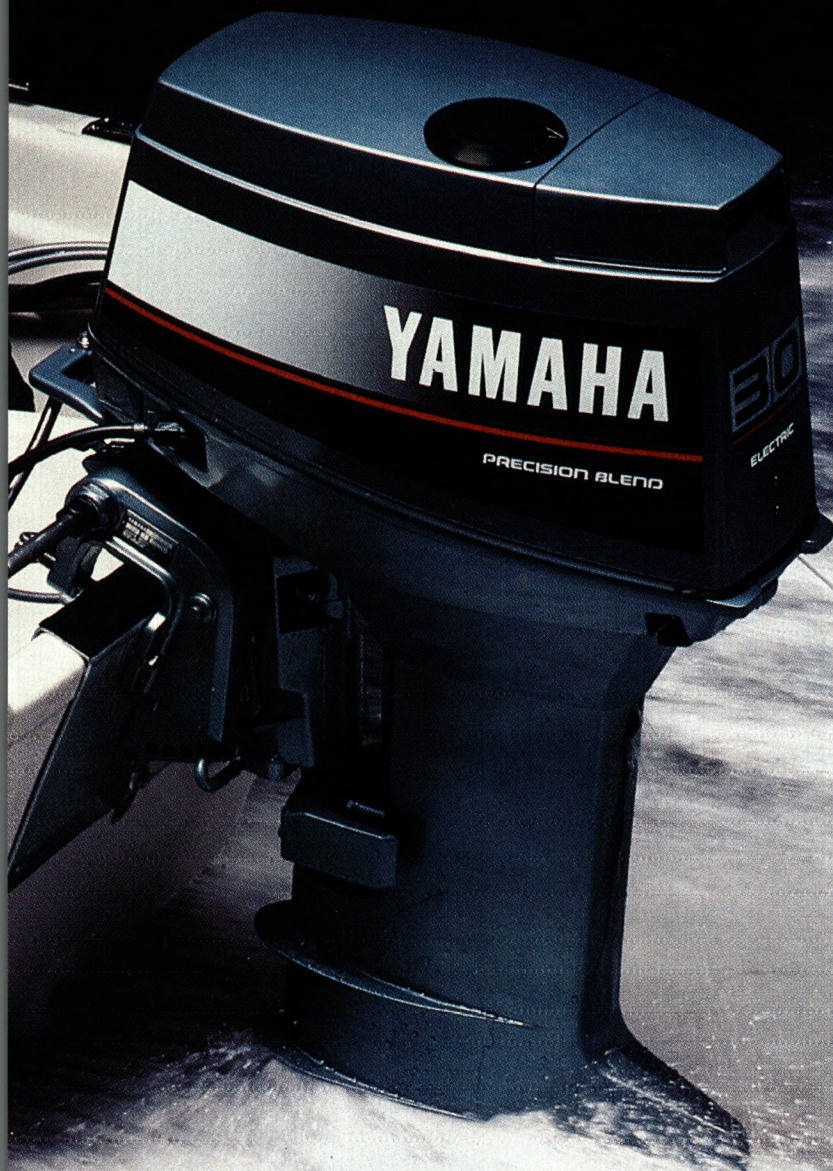
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Zippers were just going out when I came into diving. Avoid these devices on most dive gear, my instructor told me, they rust, stick and are generally more trouble than they're worth.

Well, zippers have changed a lot in the last 14 years. Today, the heavy duty nylon types found on wetsuits, gear bags—and even boots—have no metal parts so they can't rust or corrode. They don't stick because they are self-lubricating. They are extremely reliable and durable. Also, they need no maintenance beyond a freshwater rinse after diving.

Most dive boots are zipperless, but, once you have experienced a pair with them, you won't want to be without them:

Wenoka Deluxe Boot

Easy On, Easy Off And Good Looking

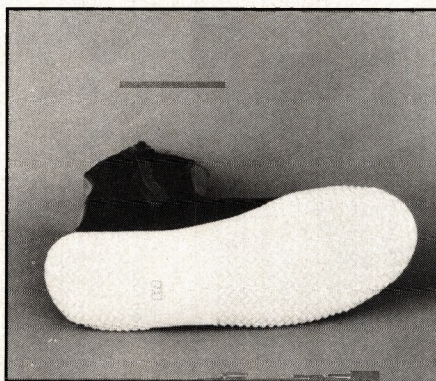
TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE



Zippers make putting on and taking off the Wenoka Deluxe Boot a snap. The Delrin zippers are sturdy and dependable.

Zippered boots are extremely easy to put on and take off. In order to keep your feet warm, boots must keep water exchange to a minimum. While this is wonderful underwater, topside it means sloshing around in ankle deep water. If you cut holes in the boots to allow drainage, you promote water exchange underwater, thus decreasing comfort. Zippered boots slip off easily; you can dump the water out and put them back on in seconds. There is one additional benefit of zippers: They allow air to circulate more readily when the boots are drying, speeding up the process.

The Wenoka Sea Style Deluxe Zippered Boots illustrated here have other virtues besides ease of entry and removal. Made of 6mm neoprene rubber, they are lined with plush, terry cloth-like Darnel, which makes them very comfortable to wear and warm. Adding to the comfort are panels on the front and back that do away with seams that could cause chaf-



The Z-Grip sole has a lifetime guarantee.

ing in the toe and heel areas.

Another important feature of the Wenoka boot is the sole. Called the Z-Grip, it is vulcanized to the uppers and guaranteed not to separate from them for the life of the boot (original owner). This special, heavy duty rubber sole is ribbed to provide nonslip footing as well.

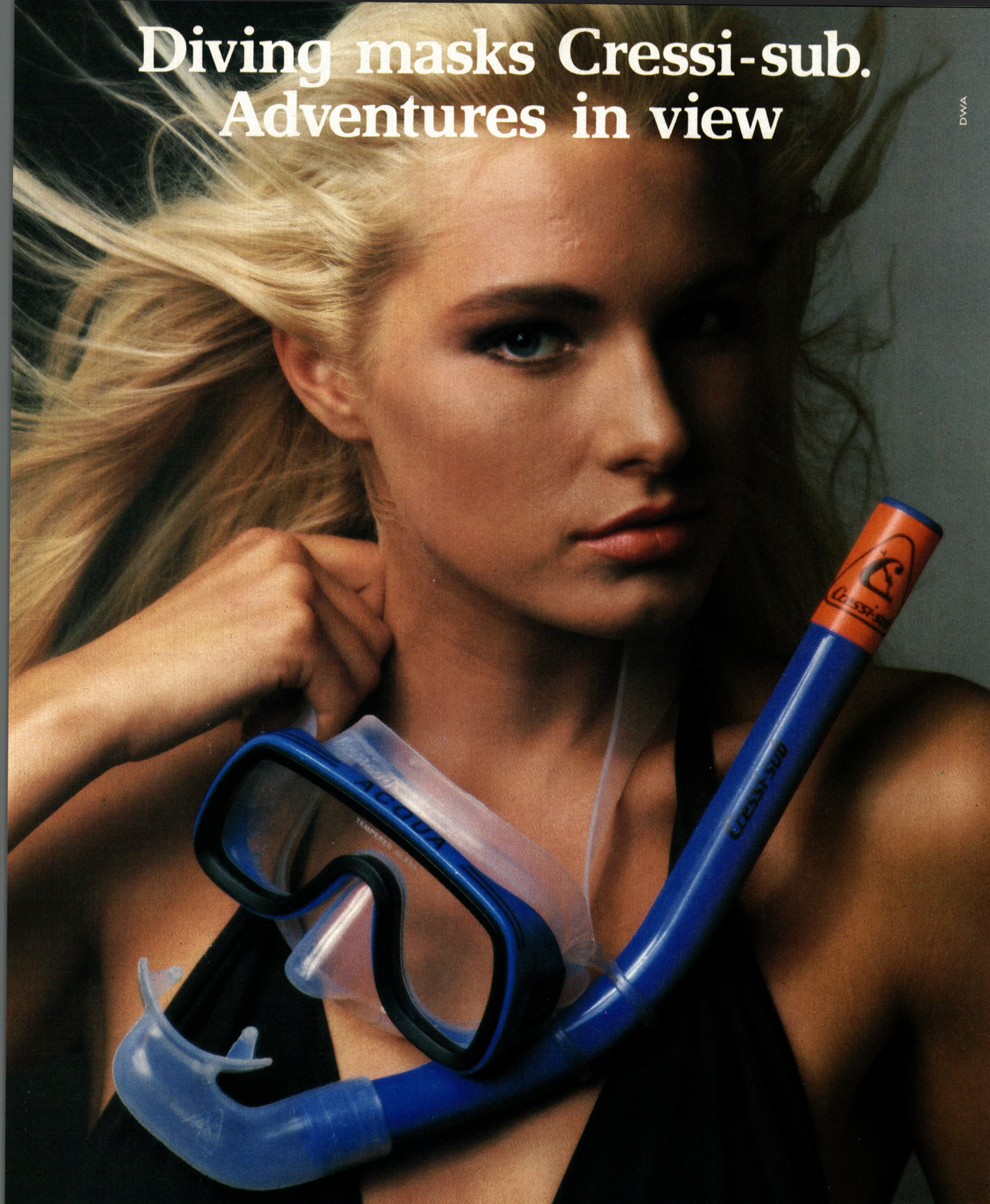
The little extras for which Wenoka is famous are not absent here: There is a flap inside the YKK Delrin zipper for comfort and to help prevent water exchange; the top edge of the boot is covered with stretchy seam tape; all seams are glued and sewn. Although most boots can be worn on either foot, those from Wenoka are designed for either the right or the left foot. Thus, they fit better.

The 6mm neoprene Deluxe Zippered Boot comes in navy blue with royal blue panels and trim and retails for \$45.50. There is also a 3mm neoprene version available in nylon II for \$39.50. Both boots come in eight sizes: XXS, XS, S, M, ML, L, XL, XXL. There should be a pair here to fit everyone.

Easy on, easy off, warmth, comfort, durability, sure footing and a lifetime guarantee: What more you could ask for in a dive boot? For a closer look at the Wenoka Deluxe Zippered Boot, see your local dive store. ➤

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Sea & Sea 16MM Conversion Lens

Sea & Sea recently introduced a 16mm conversion lens for the Nikonos camera. It instantly converts the standard 35mm Nikonos lens into a super wide angle lens with 91 degree coverage underwater.

Now you can operate underwater with two different focal length lenses, switch back and forth at will, and obtain excellent wide angle photos.

Sea & Sea's SWL-16 Conversion Lens has a high quality metal barrel and optical

quality glass. It consists of four glass elements in four groups. The lens is three inches in diameter, two inches long and weighs approximately 14 ounces. It screws onto the front of the Nikonos 35mm lens (58mm diameter thread). A wide slot at the back allows water to flood the space between the primary lens and the conversion lens.

The SWL-16 expands the standard Nikonos 35mm f/2.5 lens from a coverage of 43 to 91 degrees U/W, thus achieving super wide angle photo capability. It is designed for U/W use only and specifically for the 35mm lens. Ruggedly constructed, it will operate to a maximum depth of 200 feet. The SWL-16 comes in a protective pouch along with two lens control decals, a calibrated cap for the aperture knob and a depth of field decal.

The SWL-16 offers a number of distinct advantages for the Nikonos photographer. The most obvious is super wide angle photo capability at a very reasonable price. Another major benefit is greatly increased depth of field for sharp focus over a long lens to subject range. At an aperture setting of f/22 the depth of field is 12 inches to infinity.

One of the most important advantages of the SWL-16 is that it can be slipped on or off easily underwater. The Nikonos photographer has full use of two lenses instead of one.

The SWL-16 Conversion Lens retails for \$263.50. A matching wide angle viewfinder is available for \$88.95. It comes with three masks for the 35, 28 and 24mm lenses. Sea & Sea also offers a version of the SWL-16 to fit the Sea & Sea Motor Marine MM35SE amphibious camera. For more information, see your authorized Sea & Sea dealer or contact Sea & Sea USA, Inc., 1030 West 15th Street, Riviera Beach, FL 33404; (305) 844-8937.

TEXT AND PHOTOGRAPHY BY GERI MURPHY



The SWL-16 comes with a pouch, lens caps, aperture knob cap and decals. A matching viewfinder is available. Inset: The groove in the back of SWL-16.

SPECIFICATIONS

Focal length	: 16mm	Depth of field	f/5.6	31" to infinity
Max. aperture	: f/5.6		f/8	24" to infinity
Lens construction	: 4 elements in 4 groups		f/11	20" to infinity
Coverage	: 91 degrees (U/W)		f/16	16" to infinity
Dimensions	: 3" dia. x 2" long		f/22	12" to infinity
Weight	: 14 ounces			
Maximum depth	: 200 ft.			

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*See limited warranty at dealer. Restrictions apply. **Based on survey of owner problems with '86 cars and light trucks (combined) designed and built in N. America and sold Oct.-Nov. '85 (5 month avg. usage) and on a warranty comparison of competitively priced models. BUCKLE UP FOR SAFETY.

THE GOURMET DIVER

Scallops

Succulent Shellfish From The Sea

TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

Begg Rock: Legendary dive site. Nine miles off San Nicolas Island, itself 70 miles off the Southern California coast, Begg sits unprotected in the open ocean. Because of this it is often undivable. There was fog on this May day 11 years ago, however, and the ocean was flat.

I had heard Begg was covered with huge scallops, but of course I didn't believe it. After three years of diving I had learned to take *all* stories of game taking with a very large grain of salt.

My buddy, John, and I descended together. About halfway down we dropped off the anchorline and drifted gently to the bottom at 60 feet. We were headed for what appeared to be a winter wonderland. As we got closer, we could see why the bottom was snowy white: It was covered with large, fluffy *Metridium senile*. I was enchanted. I had never seen these beautiful anemones before.

While I was marveling at the scenery John was



busy. About five minutes later he swam over to me and dumped a game bag at my feet. It had a 10 scallops in it. That inspired me. Looking among the *Metridiums* I discovered scallops, large scallops. Very shortly, I, too, had my limit.

John was now looking for a fish to spear a few feet away. I attempted to join him. The game bag full of 20 scallops, however, anchored me to the reef. With no little effort, I managed to push off and land a couple of times, hopping over to John. He was not a 90 pound weakling and it had occurred to me that of us both,

SCALLOP 'N BACON GRILL

Scallops, cut in one inch chunks
Bacon
Fresh mushrooms
Russian salad dressing

Wrap each scallop chunk in a slice of bacon. Skewer alternately with mushrooms. Grill over charcoal for about 10 minutes, turning often and brushing with Russian dressing. Scallops are cooked when they turn opaque.

COQUILLES ST. JACQUES

2 lbs. scallops, chunked
2 C dry sherry
1 bay leaf
1 lb. mushrooms, sliced
1 med. onion, diced
1 small green pepper, chopped
Pimento, chopped, to taste
¾ C butter or margarine
3 T flour
2 T lemon juice
1 tsp. salt
½ tsp. paprika
¼ tsp. pepper
Dash cayenne
Bread crumbs
Parmesan cheese, grated

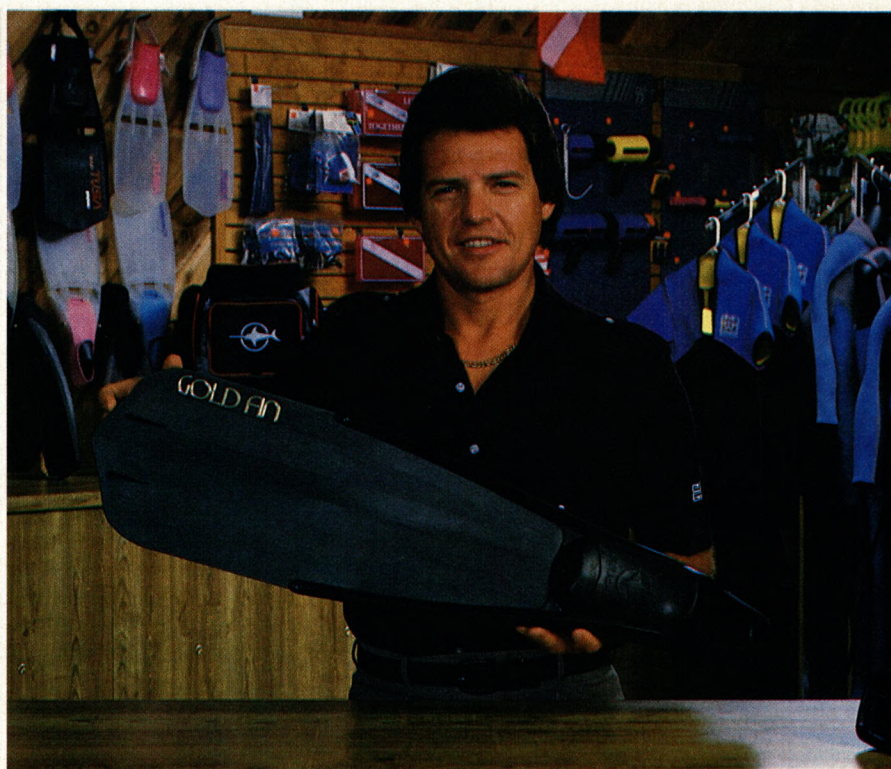
Simmer scallops in sherry with bay leaf 10 minutes. Drain, saving broth. Sauté mushrooms, onions and green pepper in butter. Add flour, stir in wine broth and lemon juice. Cook, stirring constantly, until thickened. Season with salt, pepper, paprika and cayenne. Add pimento and scallops. Place in buttered casserole or individual shells or ramekins. Sprinkle with bread crumbs, Parmesan cheese and paprika. Bake in 325°F oven for 25 minutes. (Individual dishes take less time!)

he was the one more suited to carrying a full game bag.

I reached John in midhop and held out the bag to him. He understood immediately and grabbed the handle. The bag plummeted to the bottom, five feet below, taking a very surprised John with it. I found the scene hilarious.

We did make it to the surface easily once John remembered to retrieve a lift bag from under the scallops in the game bag and inflate it.

Hinnites giganteus is a favorite quarry of California divers. Found all along the



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SCALLOPS

coast and around each of the eight Channel Islands, the purple hinged scallop is always in season. There is no size limit, but the conservation minded diver does not take small ones. Scallops can grow to be about 10 inches at their widest parts; good sized ones will be six inches.

The novice diver will have trouble seeing her/his first scallop. This is because *Hinnites* looks more like a part of the reef underwater than a succulent shellfish. The first hint there is something edible will be a glimpse of the mantle as the pelecypod opens to feed. Bright orange mantles are easier to see, but these can also be yellow or black. Tiny light sensing organs



resembling eyes dot the mantles. These can be yellow, blue or black.

The rough shells of the animal are usually overgrown with marine life that include *Corynactis* anemones, hydroids, algae and sponges. Among these live such tiny creatures as decorator crabs, brittle-stars, shrimp, etc. Because their shells are home to more than just the scallop, the very best way to take this shellfish is to insert a thin, sharp knife and slice close to the shell on one side, severing the muscle. This will prevent the scallop from closing. Slice between the shell and the muscle on the other side and you can scrape the insides out.

The firm, marshmallow shaped adductor muscle is what you're after. It may be cream colored or pale orange. If you discard the rest of the innards underwater you'll find yourself very popular with the fish. Put the scallops in a plastic bag and slip them into a BC pocket. This way you avoid disrupting the ecology; don't have to lug a heavy game bag back to the boat or beach; and eliminate a messy cleaning job topside.

If you decide to remove the entire shell from the bottom, come prepared. Besides a lift bag (a limit of 10 could easily weigh 30 pounds), you'll need something with which to chip scallops off the reef. The animal cements itself to its permanent home quite securely. Some serious scallop hunters have been known to use

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small chisels and hammers, which are quite effective.

In order to take scallops in California you must have a sportfishing license. These are available at sporting goods stores and the landings from which charter dive boats depart. When you clean scallops, don't slice them in two; fish and game wardens have been known to count each half as an entire scallop.

Because they have a delicate, mild taste, scallops are very versatile and can be prepared in a variety of ways. The dish we photographed is a version of Coquilles St. Jacques. The shell of *Hinnites giganteus* is much larger and heavier than those in which we baked our coquilles. If you can't find these delicate shells in a gourmet shop, almost any kind of baking dish will work equally as well. Try our recipes, I'm sure you'll like them. And, happy hunting! 🐚

DIVING MEDICINE

(Continued from Page 22)

the hands after diving. This would occur even when no contact was made with any marine organisms or other things that might cause an allergic reaction. He discussed this with several experienced dive supervisors and was advised to loosen the shoulder straps on his backpack. Indeed, this can cause the problem. A tight strap around the shoulder and under the armpit can compress the

arteries, veins and nerves that supply the arm and hand. If the compression lasts more than a few minutes, pain, swelling and numbness can develop. In most cases the problem is reversible, but prolonged pressure on the nerves and blood vessels can result in permanent damage. If you are having similar problems, check to be sure your shoulder straps are not too tight. 🐚

CALENDAR

(Continued from Page 10)

SEASPACE '87

The Houston Underwater Club will host Seaspace '87 at the Hyatt Regency Hotel in Houston, Texas **June 5-7**. There will be presentations by Dee Scarr, Chris Newbert, Carl Roessler and Dr. Howard Winn.

For information contact Seaspace '87, P.O. Box 3753, Houston, TX 77252-3753; (713) 467-6675. 🐚

ARCHAEOLOGICAL RESEARCH ASSISTANT WORKSHOP

R. Duncan Mathewson III and regional experts will conduct a workshop for sport divers on nautical archaeology. Co-sponsored by the Atlantic Alliance for Maritime Heritage Conservation and the Ohio Council of Skin & Scuba Divers, the event will be held at Wright State University in Dayton, Ohio **June 5-7**.

For information contact Atlantic Alliance, Great Lakes Region, Joyce Hayward, 1791 C.R. 296, Bellevue, Ohio 44811; (419) 483-3074 (after 4:00 pm). 🐚

DECOMPRESSION COURSE

The Catalina Hyperbaric Chamber, Catalina Island, Southern California will offer a course on decompression procedures in diving **June 12-14**. No prerequisites are necessary and the tuition includes meals and lodging.

For information contact the Catalina Hyperbaric Chamber, P.O. Box 398, Avalon, CA 90704; (213) 743-6793. 🐚

U/W TREASURE HUNT

Rick's Pro Dive 'N Ski Shop of North Little Rock, Arkansas will hold its ninth annual Underwater Treasure Hunt **June 14** at Lake Ouachita in Hot Springs, Arkansas. The grand prize is a week aboard the *Cayman Aggressor* in July.

For information contact Rick's Pro Dive 'N Ski Shop, 2323 North Poplar, North Little Rock, Arkansas 72114; (501) 753-6004. 🐚

UNDERWATER OLYMPICS

Four Lakes Scuba Club of Madison, Wisconsin is hosting an Underwater Olympics in Red Granite, Wisconsin **June 14**. All proceeds will be donated to the Divers Alert Network. For information contact Four Lakes Scuba Club, P.O. Box 6112, Madison, WI 53716; (608) 264-4196. 🐚

DEEP SOUTH FISHING RODEO

The sixth annual Deep South Fishing Rodeo will be held **June 19-21**. A spearfishing division will be included again this year. Proceeds will be donated to the Children's Hospital in New Orleans.

For information contact Deep South Fishing Rodeo, 7720 Zimpel Street, New Orleans, Louisiana 70118; (504) 866-3803. 🐚



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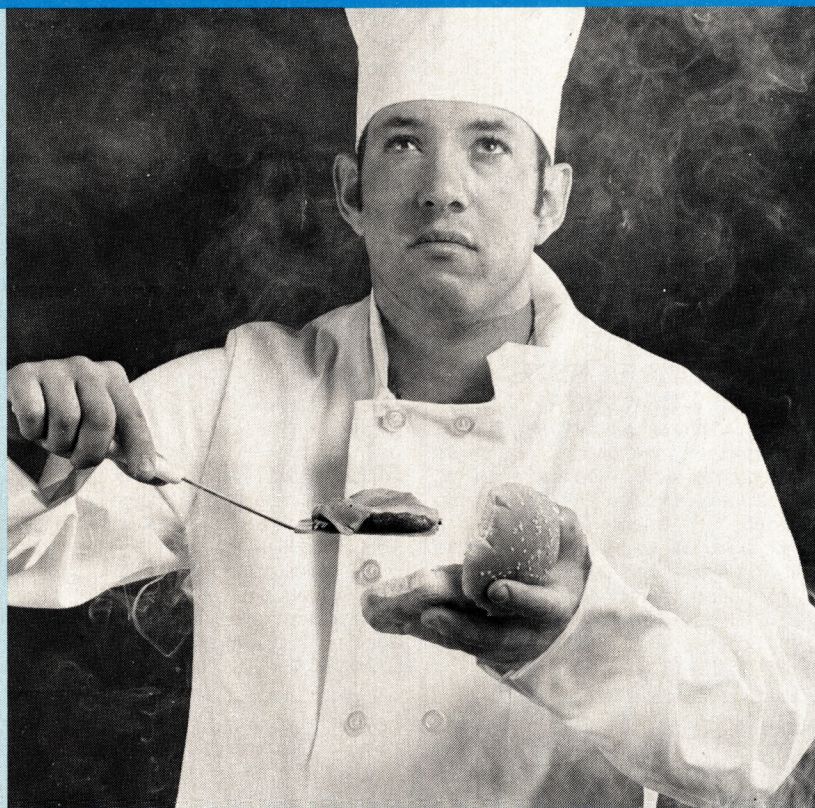
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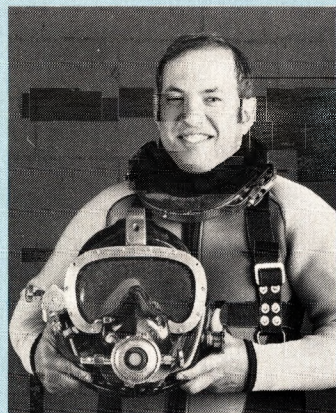
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Like thousands of others bored by dead end jobs, Scott McKenzie often caught himself daydreaming. Unlike those who wait for opportunity to knock, Scott turned to the College of Oceaneering and was rewarded with a challenging career in commercial diving. Opportunity doesn't come looking for you. It's right



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KEYS U/W PHOTO CONTEST

The second annual National marine Sanctuaries Underwater Photo Contest will be held May 1-June 30 in the Florida Keys. The contest will award prizes to divers whose photographs best exemplify the splendor of marine life in the National Marine Sanctuaries at Key Largo and Looe Key (Lower Keys). A \$1,000 savings bond from Marine Bank of Monroe County will be awarded as grand prize for the best entry from three categories; wide angle, normal and close-up. Additionally, each sanctuary will award first, second, third and honorable mention prizes for each category. Prizes include Nikonos V cameras from Nikon, Chronosport watches, Underwater Kinetics lights and Wenoka knives.

"We want to promote awareness and visitor understanding of the reef system in our sanctuaries," said Key Largo Sanctuary manager Bill Harrigan. Harrigan is also planning special photo tours and seminars to coincide with the contest.

Entries should be shot on color slide film (products that can be developed by E-6 methods) and film must be processed at participating Keys' photo labs. Judges for the contest include Rick Frehsee, Stephen Frink and Robert Holland.

For entry forms and rules write: Key Largo National Marine Sanctuary, P.O. Box 1083, Key Largo, FL 33037, or Looe Key National Marine Sanctuary, Rt. 1, Box 782, Big Pine Key, FL 33043. For a Florida Keys and Key West vacation kit including accommodations information call (800) FLA-KEYS. 🐠

VIKING DISTRIBUTES POSEIDON

Poseidon Systems, Sweden has appointed Viking America, Inc. as the sole U.S. distributor for its products. Viking has stocked a large inventory of new products and spare parts to immediately meet the needs of Poseidon customers.

For further information, contact Viking America, Inc., 55 Old South Avenue, Stratford, CT 06497; (203) 377-6974. 🐠

JAVINS TO PALMETTO SCUBA IN FLORIDA

Palmetto Scuba, Inc. of Port Paradise Resort in Crystal River, Florida has appointed Robert P. Javins facility training director. He is a PADI master scuba diver trainer, a recent graduate of the University of South Carolina with a degree in marine biology, and an American Red Cross instructor in first aid and CPR.

Palmetto Scuba, a PADI Five Star Training Facility, offers the full range of PADI continuing education courses in addition to a wide range of specialty diver



courses. They specialize in catering to the traveling diver and courses can be arranged to meet at your convenience. Palmetto Scuba is on Paradise Point Road at Port Paradise Resort in Crystal River, FL 32629. The phone number is (904) 795-7437. 🐠

SPORT CHALET CALENDAR

Sport Chalet Divers, a Southern California PADI training facility and retail dive store chain, has released its 1987 underwater activities calendar. This 16 page full color booklet contains the destina-



tions and dates for more than 100 California boat trips (utilizing nine boats), six exotic travel expeditions and more than 96 advanced and specialty courses for certified divers.

The calendars are free to the diving public and available from any of the following Sport Chalet Divers locations: La Canada (818) 790-9800; Huntington Beach (714) 848-0988; Mission Viejo (714) 582-3363; Escondido (619) 746-5958; La Mesa (619) 463-9381. 🐠

FANTASEA CONNECTION

A new dive store has opened in Visalia, California: FantaSea Connection. It is at 1830 South Mooney Boulevard, Suite 102. The store has a 4,000 psi trailerable fill system. NAUI sanctioned training includes open water certification and many specialty classes such as advanced diver, rescue and underwater photography.

A dive trip to La Paz, Mexico is planned for the college spring break. Other dive tours will include frequent charter trips to the Channel Islands, boat trips out of Monterey and warm water trips to the Caribbean and other far away spots.

Telephone FantaSea Connection at (209) 739-1337. The store's hours are from 10:00 am to 6:00 pm Monday through Saturday. 🐠

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**First Place
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**Jellyfish
Andreas Koffka**



**First Place
Novice Slides**

**Snorkeling With Spotted Dolphins
Margaret Mead**



**First Place
Freshwater Slides**

**Freshwater Beauty
Gonzalo Arcila**



**First Place
Surface Slides**

**Wait For Me
Al Huelga**



**First Place
Color Prints**

**Fantasy Friend
Patti Jones-Whitfield**



**First Place
Special Effects
Two Fish
Steven Craig Cook**



**First Place
Slide Series
Someday Soon
Bob Semple**

Seaspace Winners

BY MARGIE KIRKPATRICK AND KEN KNEZICK

The Houston Underwater Club is proud to present the winners of the Seaspace '86 International Underwater Photo Contest. These images were chosen from hundreds of entries submitted by divers from around the world. The categories were Open Slides, Novice Slides, Surface Slides, Slide Series, Color Prints, Monochrome Prints, Freshwater Slides, Special Effects Slides and U/W Video.

In addition to the highly coveted Robert L. Straight Sea Symbols trophies, first place winners received prizes that included trips to Guanaja, Honduras (Bayman Bay Club); Bonaire and



**First Place
Monochrome Prints**

**Silver Bullets
John Leek**

Cayman Brac (courtesy of Divi Hotels); Pro-Plus BC (courtesy of Sherwood); Omega regulator (courtesy of Oceanic); Nikonos V camera (courtesy of Nikon and Skylark Camera); custom BlueWater wetsuit (courtesy of BlueWater); and a Fuji U/W movie camera (courtesy of Helix). The winning video aired on the Scuba World II TV program and, of course, there is also the thrill of having the winning photos printed in SKIN DIVER.

Seaspace '87 is scheduled for June 5-7 at the Hyatt Regency Hotel in Houston, Texas. Featured presenters and presentations include Dee Scarr, Touch the Sea;



The First Place prize in Underwater Video was won by Mike Johnston for his work entitled From Boncas on the Surface.

Chris Newbert, Beneath the Rainbowed Sea; Carl Roessler, Coral Kingdoms; and Dr. Howard Winn, Wings in the Sea. In addition, Smith's of Cayman will create a Golden Treasure Trove displaying more than \$1 million in gold and silver treasure from around the world. Photo contest applications, program information and ticket order forms are now available for 1987. This year the competition and prizes will be bigger and better than ever. Write now: Seaspace '87, P.O. Box 3753, Houston, Texas 77252-3753 or call (713) 467-6675. 🐠

KASTEN/PSI

Ed Kasten, NAUI's Southeast regional consultant, has added a new dimension to his dive industry service portfolio. He has completed the formal study and teaching requirements necessary to organize and conduct Professional Scuba Inspectors' Visual Cylinder Inspection courses. Open to all persons in the high pressure gas industry, this includes a day long program of intensive lectures, demonstrations and hands-on practice.

Kasten, a marketing consultant, will integrate numerous VCI classes with his full time NAUI regional office duties. Although Professional Scuba Inspectors (PSI) and NAUI are separate entities, both have similar goals. Because the PSI course is unique within the high pressure cylinder industry, NAUI requires all of its tank inspectors to complete the course prior to certification as a NAUI equipment safety program inspector.

Persons in the Southeast wanting more information about tank inspection training and course schedules should contact Ed Kasten, 5040 Society Place East, #E, West Palm Beach, Florida, 33415-3703 or call (305) 471-5556. For the national VCI course calendar, write PSI, 6531 NE 198th St., Seattle, WA 98155. 🐠



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Technifacts

BY E.R. CROSS



How many times has your "perfect dive trip" turned into a perfect nightmare—a trip where nothing went right, a bad dream for which everything and everybody was to blame (except, of course, your actions or, more probably, lack of action)? Too often divers believe all that is necessary for a fun trip is to decide to get away from it all, randomly choose a place, carefully pack the dive gear and go. Unless you are willing to settle for a lot of disappointments, more planning than this is required.

Perhaps there is no such thing as an absolutely perfect dive. Conditions will change or someone along the way will goof. However, divers can do several things to make their dives and vacations as near perfect as possible.

In-depth planning will maximize dive safety, enjoyment and the possibility of

successfully accomplishing the purpose of the trip. Planning must involve several areas. The most important are an analysis of the purpose of the trip, choosing a site, diver evaluation, equipment preparation and contingency planning.

THE DIVE TRIP

Well in advance of choosing a destination, it is necessary to establish definite goals for the trip. Decide what you and any other members of your group want to see and do, both topside and underwater. If everyone wants exactly the same thing from the hours spent underwater, decisions will come easy. If not, ask some questions. Do some divers want to do simple snorkeling and some shallow and deep scuba diving? Do some want to be observers and just look? Do they want to be students and spend hours examin-

ing and collecting specimens? Do some want to be hunters and gatherers, or try for a prize in underwater photography? Is wreck diving and artifact collecting on the agenda? Do some in the group want to walk the beaches to collect shells, driftwood and glass balls, or get involved with any of the dozens of other things a diver can find to do in the fantastic environments of oceans, lakes or rivers?

One thing is certain, it is impossible for everyone to do everything in a short vacation. To avoid frustration, disappointment and failure it is best to dive on projects with common or closely related goals. If a one day trip is scheduled, plan on one rewarding experience for that day of diving. Other projects should be for other days.

When considering becoming part of a
(Continued on Page 48)

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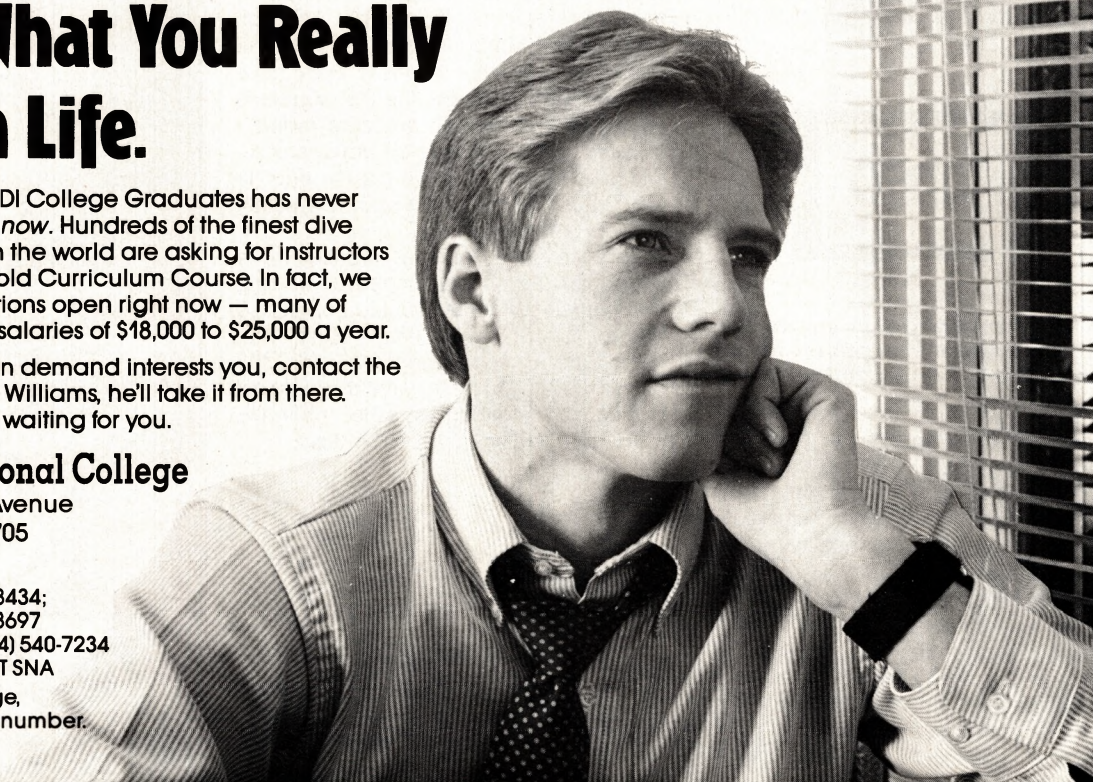
Inside U.S.: (800) 235-3434;

Inside CA: (800) 223-8697

Outside U.S., call: (714) 540-7234

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If writing, include age,
address and phone number.



Come with us...

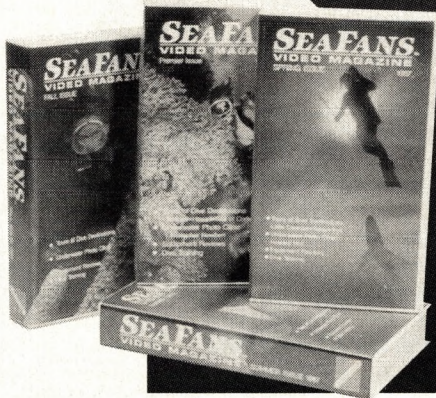
"They had teased at the fringes of our senses on our last few dives. Now we're at 'Blue Corner' with the sun climbing and strong currents running.

We drop down the endless vertical wall in a blue-gray vortex of open ocean currents swirling with schools of tuna, jacks and barracuda. Suddenly, from the gloom below, they emerge. Dull shapes, sharpening into form, circling all around us...dozens of the sharks we came to find."

The destination: Palau... the Spring Issue. We take you to the wall with sharks.

Plus: Wreck diving Truk Lagoon • The spectacular walls of Little Cayman • An underwater photo clinic with Howard Hall • Coverage of the '87 Dive Equipment Manufacturers Association Trade Show, highlighting what's new in the industry • A marine life close-up • Seaplane diving • All in the Spring Issue of SEA FANS.

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Mercury's Classic 50



Economical And Uncomplicated

TEXT AND PHOTOGRAPHY BY ERIC HANAUER

Although Mercury has introduced a new, modern 50 horsepower motor, the Classic 50 remains so popular it continues in production after more than 20 years. First designed for Pacific Northwest logging companies, this motor's features have kept it in demand among fishermen, waterskiers and divers.

The motor has been updated over the years, losing five horsepower in the process; the rated output at the prop is actually 45. No other manufacturer makes a four cylinder engine within this power class. With its shorter power stroke it starts easier, idles more smoothly and provides more torque than a corresponding two or three cylinder machine.

Still the question remains: Why would a diver buy a 20 year old, four cylinder motor when a more modern three cylinder version is available from the same manufacturer? Economics is one reason. At \$3,250, the Classic 50 is \$300 cheaper than the 50. Application is another reason. The new 50 is not available with a tiller or with manual start, lending itself better to use on a runabout with electric starting and remote steering. The Classic 50, with its long handle and easy pull starting, is ideal for an inflatable boat in the 15 to 17 foot range.

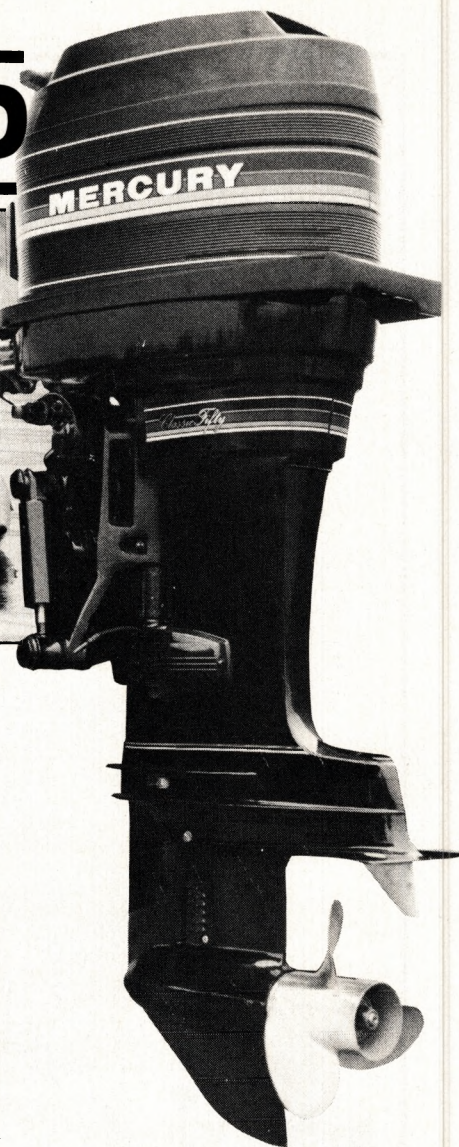
When pull starting, it is easier to turn over four small cylinders than two or three larger ones. This engine started on a few short pulls when cold and on the first one after warmup. The shift lever is at the base of the tiller, so it is not necessary to reach around the motor for shifting. The tiller handle is extra long—designed to be used while the driver is standing up if necessary—and easily maneuverable from a sitting position as well. This is because it originates from the front

instead of the side of the motor, a legacy of its commercial origins.

The standard equipment list is impressive for an older design and demonstrates some of the updates that have gone into it. A fishline cutter protects the gearcase oil seal in case of fouling. Jet prop exhaust routes noise and gases underwater, improving engine efficiency. The engine kill switch can be activated via a lanyard attached to the driver's wrist, instantly turning off the power if he/she falls overboard. Perma-gap spark plugs, Thunderbolt Ignition (Mercury's trade name for its capacitive discharge system) and a sacrificial zinc anode are also standard.

Mercury's new oil injection system is available with the electric starting and power trim and tilt options. The former consists of an oil reservoir that automatically feeds lubricant into the system while the engine runs. In the manual version we tested, oil must be pre-mixed into the gas tank at a 50:1 ratio. This adds to the motor's vintage character.


Driving the Classic 50 was a bit of a nostalgic trip, as we set out for Scotchman's Cove in a 14 foot Avon inflatable from Port-a-Marine, Costa Mesa, California. The only difference was that our old outboard motors were never quite this smooth and powerful. With one passenger and two sets of dive gear in the boat, there was power to spare. It was the old wind in the face, skip over short interval chop, inflatable boat divers know so well. When I opened it up all the way for a brief speed run, Scott McIntosh clocked us at 30 miles per hour from his pace boat. My passenger, unfamiliar with this means of transportation, thought she was about to die. I thought this is what inflatable boat-



MERCURY CLASSIC 50

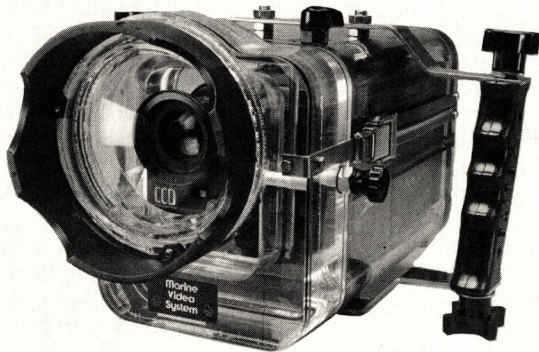
Prop shaft horsepower.....	45
Cylinders.....	4 in line
Bore and stroke.....	2.56 x 2.12" (65 x 54mm)
Displacement.....	43.9 cubic inches (719 cc)
Full throttle rpm range.....	5,000-5,500
Gear ratio.....	2:1
Weight.....	174 lbs. (79 kg.)
Recommended transom height.....	20"
Standard features.....	Fishline cutter cross scavange induction jet prop exhaust tiller steering, lanyard stop switch capacitive discharge ignition
Price as tested.....	\$3,250

ing should have been like in the old days, but never was.

The Classic 50 is Mercury's largest manual start and tiller operated motor. This simple engine would be ideal for a Baja trip. It could power a large inflatable on longer offshore jaunts with speed and dependability. And, with more than 6,000 Mercury dealers worldwide, you are never far from parts and service. 

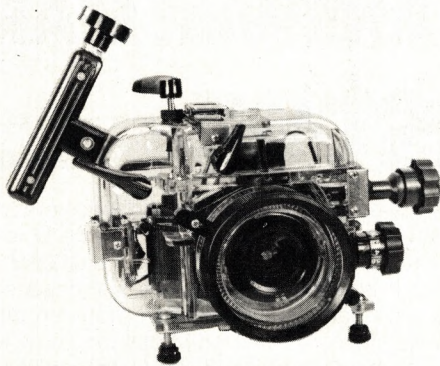
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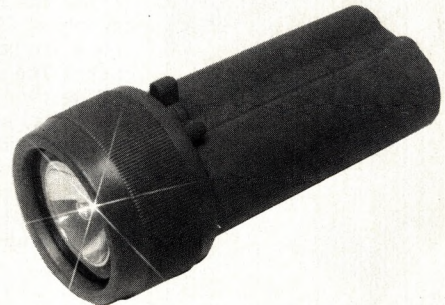
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It has been five years since SKIN DIVER first started letting me tell you about the best dive boats on the market. A lot of water has gone under the bridge (literally) since we started. And, quite amazingly, the very first boat we chose (June 1982) is still one of my favorites.

But, Answer Marine, the company that made that first boat, builds several others using the same or a similar hull design with features that have proven to be favorites among divers. So, herewith we offer you the 22 foot Fishmaster.

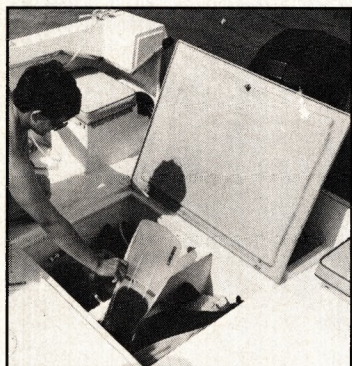
If you've ever had to stoop to be able to get inside the cabin of a boat in the Fishmaster's size range you'll immediately fall in love with this one. There is one big and obvious difference: Even if you're more than six feet tall you can still stand straight up and walk around. With 6'1" of headroom and 6'5" long bunks that provide room to comfortably sleep two, the cabin also comes equipped with a fiberglass sink and galley unit. There is 27 gallons of freshwater storage as well as bunk cushions and a completely enclosed starboard shower/changing area that can also house an optional portable toilet. The cabin area can be used to store all kinds of dive gear so the deck can be kept clear. Fragile items such as cameras can easily be kept completely away from saltwater and spray.

Outside, the 22 foot Fishmaster has an overall length of 22'8" and a full eight foot beam. Completely built of fiberglass, its deep-V design and 2,600 pound weight make it capable of handling rougher seas than any wise skipper will purposely challenge. This boat has the biggest walk-around deck area in

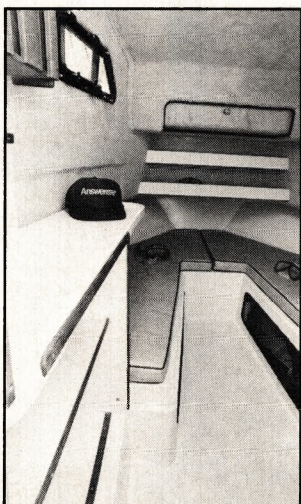
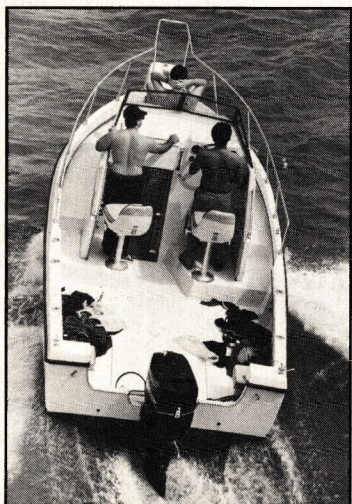
ANSWER MARINE'S

22 Ft. Fishmaster

TEXT AND PHOTOGRAPHY
BY STEVE LUCAS



The 22 foot Fishmaster is capable of 45 mph with only a 150 horsepower engine. The cabin (with 6'1" headroom) has two long bunks and a fiberglass sink/galley unit. The boat has a bow pulpit, anchor locker, forward cushion seat and two large storage lockers aft.



its class. With so much room between cabin and railing it is easy to walk from the aft deck to the bow.


With only a 12 inch draft, the Fishmaster is easily maneuverable in shallow water. With a hull deadrise of 22 degrees, it sweeps back to a flat bottom transom angle of only 10 degrees. The chine design keeps the spray low to the water.

The bow is equipped with a forward cushion seat. For the mate, a bow pulpit and anchor roller, as well as anchor storage locker, will help ease one of boating's less appealing chores.

Out on the aft deck you'll find a favorable amount of below deck storage. Two large lockers, one designed primarily as a fishwell, can hold all the equipment of four or more divers except tanks. There is room along the gunwales to install enough racks for a dozen or more tanks.

The Fishmaster is an outboard and the maximum power recommended is 235 hp. However, a recent Mercury outboard test indicated that with a gross load of 3,155 pounds the Fishmaster was capable of speeds of almost 45 mph with only a 150 hp engine! With 81 gallons of fuel in the built-in tank and a 150 outboard operated at a reasonable rpm, you will find yourself traveling a long way between refuelings.

There are a lot of things that come standard on the Fishmaster including the Bimini top. You will also find an automatic bilge pump, cabin lights, a pair of captain's chairs, drink holder, electric pump for the freshwater system, helm foot rest, stainless steel grab rails, heavy duty vinyl rub rails, teak dish and magazine racks and a lot more.

The suggested retail price of the Fishmaster is \$15,199 less engine and trailer. The majority of Answer Marine dealers are in the eastern half of the U.S. with a sprinkling on the West Coast. For a color flier on the 22 foot Fishmaster, or the name of your closest dealer, contact: Answer Marine Corporation, 9500 NW 36th Avenue, Miami, FL 33147; (305) 836-1033. If you like this boat, but don't need the cabin, ask for information on the Divemaster. 

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You don't reach the top without being driven to achieve excellence. Nissan is. That's why we've made the best new 4x4 by far. And why every 4x4 we make is as good as you can get.

THE BREAKTHROUGH IS PATHFINDER

THE NAME IS NISSAN



the whale Sharpeye

underwater color
without flash

TEXT AND PHOTOGRAPHY BY GERI MURPHY

If you are unhappy with your overly blue underwater photos and do not yet own an underwater strobe, you may wish to consider the Whale Sharpeye filter. Here's a little item that weighs less than one-half ounce, fits in your pocket, screws onto your camera lens underwater and produces remarkably good color in your underwater photos without the use of artificial light. It is less expensive than buying a flash and a lot easier to use. Best of all, it really works. This filter brings out natural looking color you would have lost otherwise.

BACKGROUND

The Sharpeye underwater filter was developed by a physicist, Dr. Robert Singh, of the Singh-Ray Company. This firm specializes in the creation of color filters for unusual conditions, such as fluorescent, ultraviolet and outdoor Lucalox (sodium vapor street lamps) lighting.

Based on his research with fluorescent and ultraviolet filters, Dr. Singh subsequently developed an underwater filter. He found the color spectrum shift U/W was in many ways similar to that occurring with fluorescent light photography.

Although moderately priced, the Shar-



Squirrelfish/depth 25 feet/photographed without filter.



The same fish photographed with the Sharpeye filter.

peye is not a toy. It is a well crafted filter based on scientific research.

DESIGN

At first glance, the Sharpeye appears to be a glass filter set into a threaded ring. Closer inspection reveals the filter is not glass, but a high tensile strength material that will not crack or shatter. It has the flexural strength of plate glass and is extremely rugged.

This filter is presently available in two sizes. The 58mm version will screw directly onto the front of either the Nikonos 35 or 28mm lenses. There is also a 52mm version that will screw onto most Nikon lenses or fit into the Nikonos lens shade/filter holder.

When used on the Nikonos, the filter has venting slots that allow water to flood the space between the lens and the filter. This eliminates trapped air bubbles.

The nice thing about the Sharpeye filter is it can be screwed onto or off the Nikonos lens underwater. This becomes an important feature when you are shooting pictures at various depths, some of which are beyond the filter's capabilities.

When viewed with the naked eye the Sharpeye filter appears to be pale orange. As with all filters, the Sharpeye is basically subtractive. It actually holds back (filters out) certain frequencies of the light spectrum (blue and green), letting the warmer colors (red, orange and yellow) shine through.

The difference between the Sharpeye and most other color correction filters is this one removes all ultraviolet light waves. While the human eye cannot see or recognize ultraviolet rays, photographic film is very sensitive to them. UV rays can produce a blue or purple cast to underwater pictures and actually reduce sharpness. The removal of these rays appears to make the images sharper on photographic film, thus the name Sharpeye. In addition, the Sharpeye filter re-

stores color balance by correcting the blue shift that so frequently occurs in underwater photography.

As with all color filters used underwater the Sharpeye has a specific range of effective filtration. The optimum depth for using it is between 30 and 35 feet. Its full range of effectiveness is from 15 to 50 feet, when used with color reversal (slide) film. The filtering range can be stretched to 80 feet when color print film is used. This filter also produces excellent results when used with U/W video cameras.

ADVANTAGES

The Sharpeye filter offers a number of advantages that make it desirable for any photographer. For beginners, the Sharpeye is far less expensive than an electronic flash unit. The 58mm model sells for \$49.95, the 52mm model for \$47.95.

The Sharpeye filter is certainly less bulky than an underwater strobe. It is 2.25 inches in diameter and weighs approximately one-third of an ounce. It will slip into the pocket of your BC jacket or inside the top of your wetsuit. It screws onto Nikonos lenses quickly and easily.

The obvious advantage is that more color can be obtained with available light. Quite often, the effect is more natural looking than if you used flash. In addition to more color, the filter produces more contrast by separating a colorful subject from a monochromatic blue background.

The Sharpeye filter is particularly handy when shooting fast moving action scenes such as a manta ray encounter or schooling fish. Quite often these kinds of shots require some hard swimming and little time for flash adjustments.

The filter is even helpful in certain flash situations. It is especially good for shots where the distance between flash and subject is more than eight feet because it enhances color that would otherwise be filtered out by the water.

DISADVANTAGES

Since we have listed all the advantages of the Sharpeye filter it is only fair that we mention its limitations. The first and most obvious is the filter cannot be used out of the water. It is balanced for available light at depths between 15 and 50 feet.

The Sharpeye should not be used in less than 15 feet of water as it will produce a reddish cast. However, it can be used while snorkeling, if pointed on a downward angle to increase the light path between camera and subject.

The effectiveness of this filter is lost when shooting available light pictures (color slides) deeper than 50 feet. This is because there is no more red or orange left in the spectrum.

Since the Sharpeye is a subtractive color filter, it does reduce the amount of light entering the lens. The result is a reduction of one f/stop exposure value. This means you would have to open the aperture one full f/stop more than normal. For example, you might have to change your aperture from f/5.6 to f/4.

CONCLUSION

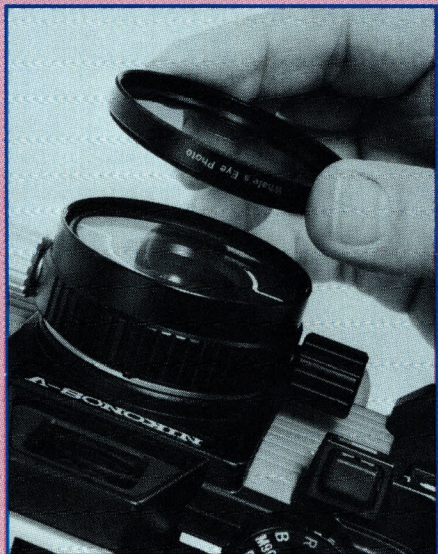
My tests of the Whale Sharpeye in open water produced amazingly good results. The effect was a soft and natural color I found most pleasing. As indicated in the literature, the filter works best from 20 to 35 feet. It did produce color down to 50 feet, but the effect was not quite as impressive at that depth.

I also tried the Sharpeye filter with flash and found it produced an over-warm color. You would have to back away to achieve normal color balance.

The Whale Sharpeye is a good value for the money and certainly a helpful accessory for available light photography.

For more information contact Whale's Eye Photo, a division of Berry Scuba, 6674 N. Northwest Hwy., Chicago, IL 60631. Telephone (312) 763-1626 or, to place orders, (800) 621-6019.

The 58 and 52mm Sharpeye underwater color filters are available from Whale's Eye Photo. They are designed to fit Nikonos 35, 28mm lenses and some Nikon lenses. The filters screw onto the front of the lenses. Both filters come with a protective pouch.



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TECHNIFACTS

(Continued from Page 40)

dive tour group try to determine how many of its diving activities will be of interest to you and yours. An underwater hunter/collector or wreck diver would not want to join a tour to an underwater game preserve. Or, as a well qualified and experienced open sea diver, you might not enjoy diving with a group making qualifying shore dives in a quiet bay.

BACKGROUND RESEARCH

An excellent first step in background research for a dive trip is to study the pages of advertising in SKIN DIVER Magazine. In any one issue there will be dozens of choices for almost any desired kind of diving adventure. Send for the resorts' literature. Then read the brochures carefully, including the fine print, and match what is offered to what you or your group wants to experience.

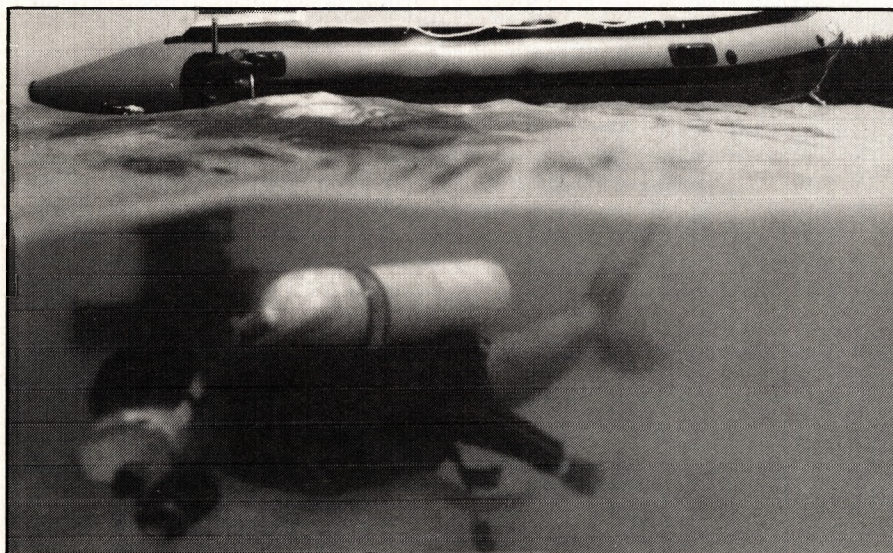
One of the problems in this part of decision making is that water is everywhere and wherever there is water there is a potential dive site—usually an exciting one with endless possibilities for exploration simply because it may be new to you. Also, each area has distinctive characteristics requiring slightly different approaches to safety and enjoyment.

Certainly, one of the first things to consider in choosing a dive site is the degree of difficulty in getting to the entry point, into the water, out to the actual dive area, then back to the exit point. Everyone in the group must be able to safely cope with each of these elements.

Other excellent sources for accurate information about sites are local divers. Obviously, it is not feasible to visit all local divers prior to planning a trip. It is possible and advisable to correspond with them; and with stores, clubs and other organizations having an interest in common with your own U/W activities. Examples would be shell clubs, diving and specialty schools having advanced classes and tour companies chartering dive groups.

Diver's Directory, in the back pages of each issue of SKIN DIVER, provides a long list of possible sources for information. Also, the advertisers in the magazine keep readers updated on what they offer in both diving and topside activities.

A great deal of valuable information can be obtained from navigational charts and topographic maps by divers who know how to use these sources. Use the largest plans available for a particular area. Additional pertinent information can be found in *Sailing Directions* or *Coast Pilots* for each area of interest. *Sailing Directions* contain detailed information about the coasts, islands, currents, tides, navigational aids, offshore rocks, wrecks and a lot of other information about shores, ports and harbors of all foreign



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countries. *Coast Pilots* contain similar information about the waters, shores and harbors of the United States and its possessions. Also, a great deal of knowledge can be gained from these publications relating to general boating and boating safety in any given area, much of it applicable to dive boats.

Most marinas stock a few charts and publications relating to safe navigation in waters in their immediate vicinities. If they do not, they will know the nearest source for your area of interest.

Specific conditions that should be considered with reference to the difficulty factor are the following:

Water Temperature: Do all divers have the equipment needed to cope with cold water? It reduces strength and stamina quickly and could reduce dive safety.

Visibility: Can all divers cope with existing conditions?

Access and exit points of the dive: Can all participants safely cope with existing conditions? This becomes very relevant at the end of a tiring dive and a long swim back to shore or when climbing into a small boat that does not have a ladder.

Wrecks: If plans call for searching for and diving on a wreck, do your research well ahead of time.

Currents and riptides: Except for some lakes, almost no body of water is free of currents. You will probably find out about them during your background research. Plan to use existing currents to your advantage during the dive. A slight to moderate current can keep silt (stirred up by diving activities) swept away. Riptides are usually bothersome when trying to reach shore at a particular point. They are very localized, easily recognized and should be avoided.

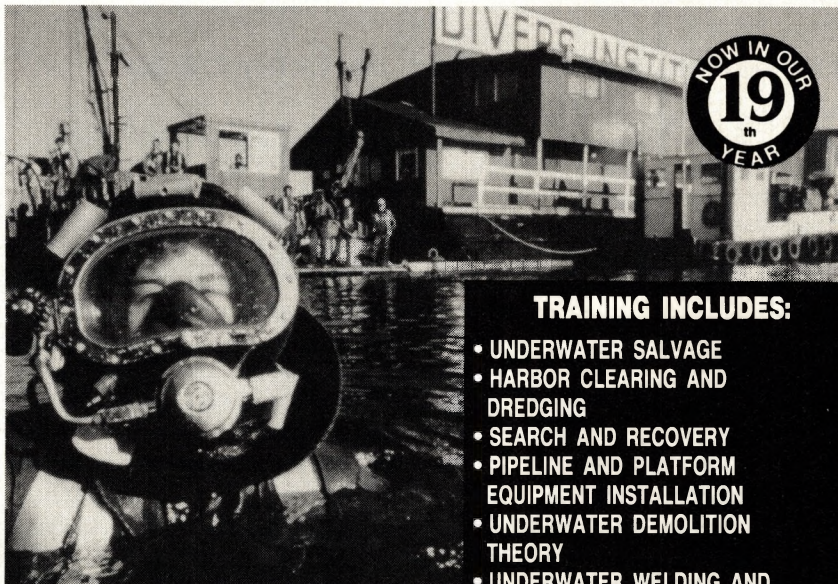
Marine Life: "Sticker" and "stinger" types of marine life are much more apt to cause diver injuries than are the biters. Divers are almost never bitten by any form of marine life. They do get injured from careless contact with sea urchins, jellyfish, barnacles or the spines of fish or starfish. Keep in mind, however, when planning a safe and fun dive, that some divers have an irrational fear of sharks and, occasionally, other large fish; a fear so great their actions on sighting such fish could break down the pattern of safety and possibly the pattern of survival for one or more of the group. For such divers it is best to avoid an area of frequent shark sightings.

Weather conditions: During your research of potential diving areas you will have learned about local weather patterns. These may be seasonal, daily or unusual. In general, seasonal and daily weather patterns are predictable and a trip can be planned to either avoid or take advantage of the weather.

DIVER EVALUATION

Brief mention has already been made about planning with respect to the skills, (Continued from Page 171)

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U/W Video Course

Choosing A Camera System

TEXT AND PHOTOGRAPHY BY JIM AND CATHY CHURCH

Choosing an U/W video system can be confusing because new equipment is constantly appearing on the market. Therefore, rather than describe every camera, housing and video accessory in detail, we will give you some simple guidelines for choosing a system.

Because new U/W video equipment will always be on the horizon, waiting for "the new model" can lead to endless frustration: There will always be something new to wait for. Start with today's equipment and enjoy the thrills of U/W video now. Think about next year's equipment next year.

EVALUATING THE CAMERA

You can evaluate any video camera by listing the basic functions and controls it offers. For topside use, the greater the number of controls, the greater the versatility of the camera. But, underwater, the off/on switch is the only control many videographers ever use. A wide angle adapter and dome port allow them to photograph subjects from only a few inches away to as far as the U/W visibility allows. Thus, when evaluating a camera, consider the balance between topside and underwater use.

1. Size and weight: If you want a camcorder (a video camera with a built-in recorder) and housing that fits under an airline seat, your choices are limited to an 8mm or VHS-C (VHS Compact) system. A camcorder that uses a full size VHS or Beta cassette, or a video camera that requires a separate VCR (video cassette recorder) adds to the size and weight of the total system.

2. Viewfinding: While you can use an accessory viewfinder attached to the top of the housing, or simply aim by eye over the top of the housing, an electronic viewfinder is better. It should be at the rear of the camera and large enough for you to see through while wearing your mask.

3. Focusing: A camera with a variable control offers more accurate focusing, especially topside. However, a camera with zone focusing (usually for close, medium and long distances) will suffice for



Most manufacturers of underwater video housings offer different models for different cameras. Thus, the housings shown are only a sample of what is available.

U/W photography because housing manufacturers have ports designed for use with these cameras. Autofocus will be handy topside, but underwater, preset manual focus is best with dome ports.

4. Exposure control: All modern consumer video cameras have automatic exposure control. Look for a manual override so you can increase or decrease exposure. Some automatic systems tend to slightly overexpose underwater scenes and need adjustment.

5. White balance: Most cameras have an automatic white balance. All you do is preset a switch for daylight or artificial light. However, some cameras must be aimed at a white subject while a balance adjustment switch is depressed.

6. Built-in microphone: A built-in microphone may be monaural or stereo. If stereo is important to you, check before you buy. A microphone inside the camera housing may record the sounds of camera controls and functions as well as bubbles and other U/W sounds.

7. Other features: Included are zoom lenses and macro focusing. Generally,

special features will be more useful for topside videos.

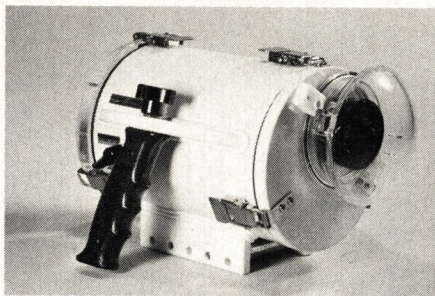
8. Accessories: Included are compact video recorders, editing consoles, character generators for titling and other special effects. Both accessories and other features will become more important after you have gained basic U/W shooting experience and wish to polish your videos.

9. LUX rating: The lower the LUX value, the less light the camera needs for an exposure. A 27 LUX exposure, for example, approximates an exposure at f/2.8 at 1/60 second with ISO 1600 color slide film.

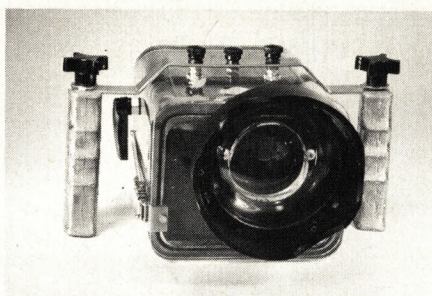
EVALUATING THE HOUSING

You may select the housing before choosing the video camera. This is because manufacturers decide which video cameras are most adaptable to U/W use and then design housings for them. The housing guidelines are as follows:

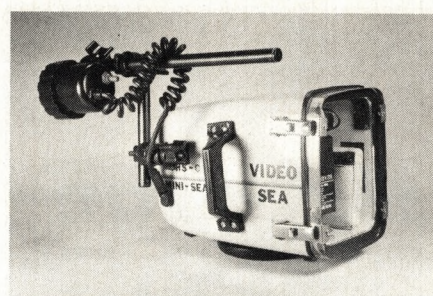
1. Size and weight: The more compact the housing, the less it will weigh. Large housings with excessive void space may require extra lead ballast that increases total weight. The smallest possible hous-



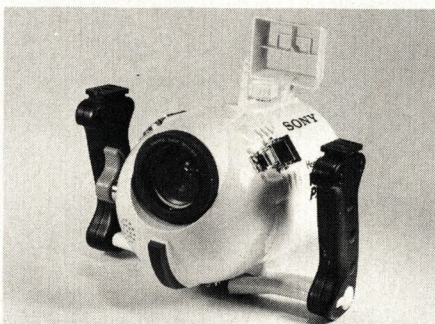
Hypertech housings are PVC plastic.



Several Ikelite housings are available.



Jay-Mar housings are fiberglass.



Sony housing for the Sony Handycam.



Aqua Vision aluminum housing.

ing, although it may fit beneath an airline seat, may not be the best for you. Ralph Nelson, of Nekton Productions, believes a total camera/housing system weighing between 25 and 50 pounds is ideal; smaller housings are harder to hold steady while shooting and larger housings are more difficult to handle topside.

2. Ease of assembly: Can you install the camera in the housing easily? How much time and what tools are required? If batteries must be replaced inside the housing between dives, how easy will replacement be?

3. Buoyancy and balance: The buoyancy of the housed camera should be close to neutral. Some videographers prefer slightly positive buoyancy so the housing will float; others prefer slightly negative buoyancy so the housing can be set on the bottom. A housing with a tendency to tilt will fatigue your wrists and cause wobbly camera handling. When you let go of the housing, it may slowly begin to float or sink, but it shouldn't tilt. Ideally, you should be able to turn the camera on and swim in and out of your own picture as the camera slowly sinks. Byron Wright of Jay-Mar favors housings with flat sides because water resistance on the flat surfaces tends to stabilize the housing. Stabilizing fins are also helpful.

4. Ease of operation: The off/on switch (and other controls) must be easy to use. If you can't turn the camera off or on without moving your hand on the housing handle, camera movement will occur. The viewfinder and indicator displays should be easy to see while U/W. Some systems use a small TV monitor (color or black and white) as a viewfinder.

5. Port protection: If a dome port is used, is it protected with a lens hood or sunshade? Are interchangeable ports

CHOOSING A TAPE FORMAT

The four basic video tape format choices are standard VHS, VHS-C (compact), Beta and 8mm. The advantages and disadvantages of each depend on your needs and the equipment you already have.

Full sized VHS and Beta cassettes use the familiar one-half inch tape format. These cassettes fit directly into some camcorders and are also used for housed video cameras with separate VCRs. Full sized cassettes, VHS or Beta, fit in any standard VHS or Beta VCR. Thus, if you already have a VHS or Beta VCR system, playback is simplified.

The smaller VHS-C cassettes hold enough one-half inch tape for 20 minutes of recording. This allows both the camera and U/W housing to be smaller. A special adapter is used to play the smaller cassette in a standard VHS VCR. The disadvantage is the reduced recording and playback time.

The new 8mm format has the smallest tape cassette commercially available at this writing—about the size of an audio tape—which means even smaller camcorders and housings can be used. Manufacturers have standardized so all 8mm tape is compatible with all 8mm equipment. Generally, the latest 8mm camcorders produce video images and sound that rival one-half inch tape systems, even when dubbed up (copied) to one-half inch VHS or Beta. All 8mm camcorders have a "flying erase head" that allows you to edit without glitches between scenes. Although most 8mm camcorders (at this writing) record sound as well or better than VHS or Beta units, the sound is mono.

Miniature cameras—with a 4mm tape format—may be available in the future; but if you always wait for the future, you miss the joys of using video today!

FOR MORE INFORMATION

For more information write to the following manufacturer/distributors of U/W video equipment. Note: Because of the increasing number of companies entering the U/W video market, this list may be incomplete.

Akimbo, Inc. USA
1435 Estrella Dr.
Santa Barbara, CA 93110

Aqua Video, Inc.
5065 NW 159th St.
Miami, FL 33014

Aqua Vision Systems, Inc.
P.O. Box 1097, Postale Point-Claire
Quebec, CANADA H9S 4H9

Helix, Ltd.
310 S. Racine Ave.
Chicago, IL 60610

Hydrodyne
P.O. Box 11366
Knoxville, TN 37939

Hypertech, Inc.
750 E. Sample Rd.,
Bldg. 6, Bay 5
Pompano Beach, FL 33064

Ikelite U/W Systems
P.O. Box 8810
Indianapolis, IN 46208

Jay-Mar Engineering
1910 Milan Place
San Pedro, CA 90732

Pioneer Mkt. & Research
(EWA-Marine flexible housing)
216 Haddon Ave.
Westmount, NJ 08108

Sea & Sea, USA
975 W. 17th St.
Riviera Beach, FL 33404

Sony Consumer Prod. Co.
Video Products Div.
Sony Drive 3-6
Park Ridge, NJ 07656

Underwater Kinetics
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
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available? Can housing ports be changed easily?

6. Video lights: How easy will it be to attach one or more U/W video lights to the system? Are lights, arms and brackets available? Is there space within the housing for the lighting battery pack? If not, is there a convenient way to carry the lighting battery?

CONCLUSIONS

If you will use the buypoints presented in this lesson as a guide to the questions you should ask when choosing an U/W video system, your decision will be much easier. In the next lesson, we will talk more about choosing equipment and will move on to lights. 


GOLD COAST SCUBA

Gold Coast Scuba recently opened its doors in Ventura, California. The owner, Dave Rentfrow, stated, "We are a service oriented dive store... We want to be able to serve all the diver's needs in one location with a relaxed atmosphere."

Perhaps the most unique service offered to the sport diving public is Gold Coast Scuba's rent-to-own program.

The store uses its own 21 foot Radon boat for fast trips to nearby Anacapa and Santa Cruz Islands. The boat is trailerable, allowing dive trips to depart various locations.

The store will offer a full spectrum of dive travel opportunities. Air fills are provided by a Poseidon 20 cfm, 5,000 psi compressor.

Gold Coast Scuba is a PADI training facility and will offer openwater certification as well as numerous specialty classes. It is at 955 E. Thompson Boulevard. Store hours are Thursday through Monday 10:00 am to 6:00 pm; Tuesday and Wednesday, by appointment only. To contact Gold Coast Scuba, call (805) 652-0321. 

CA VIDEO WORKSHOP

Wet Video is hosting the first of a series of workshops covering all aspects of using underwater video. The registration fee covers diving, lectures, lodging, meals and a banquet.

The five day course includes two days of lectures and pool work at Los Caballeros Sports Hotel, Orange County, Southern California, followed by two days of open ocean diving at Catalina Island.

The course dates are May 13-17. For information and reservations contact S. Bowersmith, 17062 Leslie Lane, #C, Huntington Beach, CA 92649; (714) 840-0821 or (213) 833-0577. 



THE CAPSULE "8" houses Sony's State-Of-The-Art 8 mm "Handycam". It is without a doubt the most compact and lightweight underwater video system available today, from which superior results can be obtained with a minimum amount of instruction and experience.

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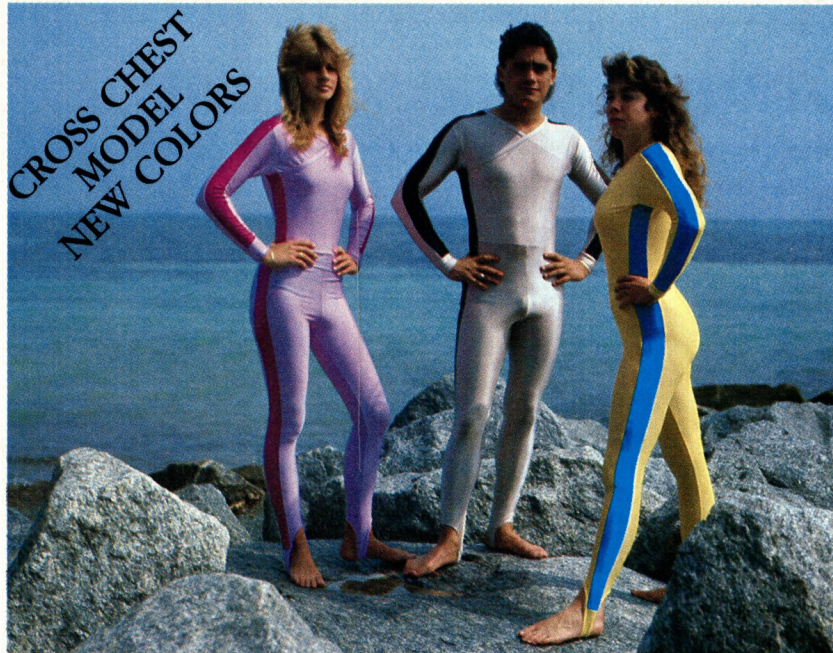
THE AQUATICA "3" houses the Nikon F3 and Canon F1.

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Florida

skin diver guide to the gold coast



Photograph by Steve Lucas

Florida's Gold Coast

Fort Pierce To Miami

TEXT AND PHOTOGRAPHY
BY STEVE LUCAS

So, you're planning to go to Florida for a dive vacation this year? No? Well, you ought to! A lot of people have discovered how great it is. And, almost one-third of those planning a Florida trip have decided to include several days of diving along the state's fabulous Gold Coast.

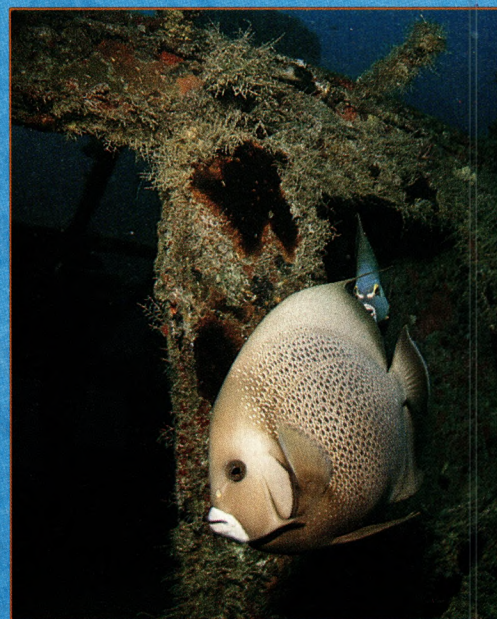
Spread along 150 miles of golden beaches, the area from Fort Pierce to Palm Beach and on down to Fort Lauderdale and Miami is attracting more divers than ever. With a large variety of colorful reefs, wrecks and large marine life, this area is now second only to the Florida Keys in U.S. dive vacation popularity. And, not surprisingly, according to the new SKIN DIVER reader survey, it is actually gaining in popularity at a rate faster than the Keys.

Talk about the perfect U.S. family vacation spot—you simply cannot beat the Gold Coast. There are all sorts of theme parks, animal preserves, marine shows and a national park to keep everyone happy. You can take your pick of dozens of places along the way, depending on your preference, to stay with or away from the crowds. And, night life? Have you turned on your TV on Friday night lately? The glitz and glitter, the lights and beaches are just as hot as they show it. So is the diving!

FORT PIERCE/STUART

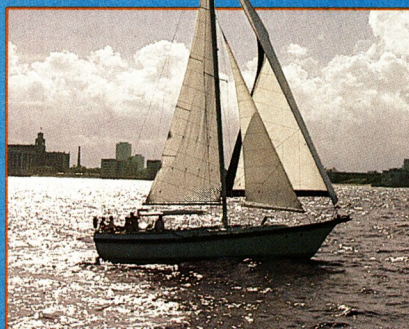
If you want to really get away to some uncrowded beaches, this is the place to start. Called the Treasure Coast, the beaches in this quiet area, and to the north for 50 miles or more, are the site of one of the biggest Spanish treasure losses and recoveries ever. In 1715, 12 galleons carrying millions of dollars in gold, silver and jewels all went up on these beaches in a violent hurricane. Not until the early 1960s was the majority of that Spanish booty recovered. Amateur treasure hunters with metal detectors still find valuable artifacts, as well as gold and silver coins, just lying on the beach after almost every big storm.

Local divers know this area primarily for its fabulous lobstering



photo/Joel Auerbach

photos/Doug Perrine



photo/Doug Perrine



One of the most popular dive vacation areas in the U.S., Florida's Gold Coast stretches from Fort Pierce, through Palm Beach, to Fort Lauderdale and Miami. Along the way you'll find everything from uncrowded beaches to big city glitz and glitter. There are a variety of topside activities such as sailing, theme parks and marine shows. Underwater attractions include colorful invertebrates, tropical fish and pelagics. There are many wrecks to explore and an active artificial reef program adds more each year.

Florida's Gold Coast

and every year they collect specimens large enough to feed a family. Ten pounders are not uncommon.

Two of the most popular dive sites are the wrecks of the **Amazon** and the **Hal-sey**. Sixteen and 13 miles out to sea, respectively, the freighters are sunk in 100 feet of water. Going to the bottom only two days apart during World War II, each was hit by the torpedoes of a German U-boat. They are completely overgrown with sealife and provide a home to thousands of large fish.

JUPITER/TEQUESTA

This area is home to more millionaires than any other place in Florida but you would never know it by simply driving through town. These people appreciate the privacy, as well as the beautiful, and often deserted, beaches. It is not uncommon to walk into a local restaurant and see Burt Reynolds or an equally famous celebrity having dinner. In fact you can have dinner and enjoy a show at Burt's own dinner theater any night.

With a brilliant red lighthouse as a backdrop, the Gulf Stream comes very near shore here before abruptly turning seaward. As a result, the waters are commonly clear with currents that may be

moderate to fast. As on much of south-east Florida's coast, drift diving is the primary way to explore underwater. Depending on the current's velocity, you can cover as much as a mile or more on a single dive!

Diving is not limited to boats, though, and can be done directly from the beach. Three of the most popular beach dives are **South Jupiter Island Bridge**, **Coral Cove Park** and **Blowing Rocks**. Depths at all three will range from 15 to 20 feet and there are many small tropicals and schooling fish. Visibilities near shore can be limited and will always be best during high tides.

The best sites are offshore and range from 40 to deeper than 100 feet. The single largest and most popular is **Jupiter High Ledge**. Actually a series of many dive sites, it runs as deep as 90 feet with a reef break that jumps to a shelf at 65. It lies right beneath the Gulf Stream and the volume of clear, cleansing water that flows past is awesome. Several miles in total length, the ledge is filled with marine life. Schools of jacks are likely to accompany you on your dive while big green morays frequently swim out of hiding. Eagle rays, big migrating gray groupers, stingrays and many other forms of large marine life are common.

Most of the sites are known by two or more names and what they will be called the day you are out will depend primarily on which boat you board. Some of the more common sites will likely be known as **Rio Jobe Reef**, **Loggerhead Run**, **Lobster Valley**, **Four Holes**, **Grouper Hole**, **The Ranch** and **The Pillars**. The wreck of the **Gulf Pride** is one of the most popular sites for first time Jupiter divers and students on check-outs. Approximately four miles north of the Jupiter Inlet, it sank as the result of a collision at sea during World War II. Split into two sections, the tanker's shallow half can be found in 40 feet of water. The other half was salvaged. Large schools of baitfish, barracudas and groupers are common.

PALM BEACH

Known as America's getaway for the very, very rich, the Palm Beach's most popular dive is the wreck of the 185 foot Greek luxury yacht **Mizpah**. One of several artificial reef sites, she is fairly intact in 90 feet of water approximately one and one-half miles from the Palm Beach Inlet. Purposely sunk, she is a preserve with no spearfishing allowed. On the seafloor for more than 17 years, she is quite deteriorated, making any attempt to enter her unsafe. Thousands of baitfish swarm over her while a large school of grunts is normally found near her bow.

The patrol craft **PC 11** lies broken in half only a few yards from the **Mizpah**. The two ships are almost always visited on a single dive. Not far behind is the 300 foot freighter **Amarillys**. Schooling fish hide from the current inside the barrier



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created by her hull.

One-half mile south of the Palm Beach Inlet, in 85 feet, is one "wreck" that could only be found in Palm Beach: a 1967 **Rolls Royce** Silver Shadow. Valued at \$25,000 and in excellent running condition at the time it went to the bottom, the car was donated by a local businessman in an effort to attract attention to the Palm Beach artificial reef program. Two more wrecks, a barge and the 120 foot freighter **Owens**, have since joined the Rolls to form what is called the **Palm Beach Triangle**. Schools of barracuda, amberjack and other fish have taken up residence at the site. Other oddities added as dive sites include a statue of **Neptune** and a nearly full sized **Dinosaur** taken from an old miniature golf course.

Farther south, several 50 to 60 foot deep reefs known as **The Breakers, The Trench, Cable Crossing, Double Ledges** and **Paul's** rise from two to eight feet off the sand. Constantly covered by the moving waters of the Gulf Stream they are reasonably thick with angelfish, butterflyfish, snappers and groupers. At many sites, a wall of silvery spadefish parades back and forth as you drift the reef's length. Encounters with large sea turtles are common throughout the Palm Beaches and it is considered a poor day when you don't get close to at least one.

LAKE WORTH TO POMPAÑO BEACH

Down the coast from Palm Beach, in front of the cities of Lake Worth, Boynton Beach, Delray Beach, Boca Raton and Pompano Beach, the reefs again become even more dramatic. With breaks that jump as much as 15 feet from the sand, they are encrusted with colorful sponges. Known locally as **Lynn's, Delray Ledge, The Fingers, Boca North** and **Hillsboro**, these reefs are similar to those found in the Florida Keys.

Schools of bluelined grunts and smaller tropicals are commonly found on the shallow inshore sites. Some of these even have small caves and overhangs filled with copper sweepers and glassy minnows. Several even have the large brain corals commonly found in the Keys.

FORT LAUDERDALE

One of south Florida's two busiest seaports, Fort Lauderdale has some of the most popular reefs and wrecks on the Gold Coast. Local dive operators have worked aggressively to promote this city and make it the fastest growing dive resort area in the U.S.

Fish populations of snappers, parrotfish, jacks and others are thick. On reefs such as **Fisher's Pedestal** and **Lobster Ledge** it is not uncommon to find barracudas and tropicals swimming beneath the overhangs. Beneath the colorful sponges lots of snappers and blue angels often dart about the low corals. Alert divers will shine their lights under every

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Florida's Gold Coast

ledge as well in order to find tasty lobsters. Two or more can often be found sharing the same hole.

At some places the reef breaks are close and shallow enough to be snorkeled from shore, although visibilities are often quite limited. Numerous 10 to 12 foot reefs can be found not far off the beach. Beyond the shallow reef, there are two more in depths of 30 to 60 feet and deeper. These are generally found one-half mile or more offshore. Beach diving is permissible in some areas of Fort Lauderdale north of Commercial Boulevard, but if you plan to beach dive or snorkel, be sure to check with a local dive shop first. Some cities, including Fort Lauderdale Beach, do not permit this activity. In all cases, a floating dive flag is required by state law. The Florida Marine Patrol will not hesitate to issue you a citation with a hefty fine if you do not follow the rules.

One of the most phenomenal boat dive sites, which can also be reached from shore if you don't mind a very long swim, is called **Sea Ranch Lakes** owing to its proximity to that community. In 12 to 25 feet of water the bottom looks like a giant concrete road that was undermined and collapsed. Small caves and caverns are everywhere as are very lively schools of snappers, grunts and tropicals. Far enough north of the Port Everglades shipping inlet to be unaffected by tidal washes, the water is commonly clear and filled with surprises. Our biggest one was an enormous five foot wide stand of rare pillar coral. Almost never seen north of Marathon in the Middle Keys, this delicate and beautiful Caribbean coral looks like giant cathedral spires covered with soft, white, plush velvet. The wreck of an old ship, the **Cumberland**, can also be found on the end of this reef.

Many other wrecks can also be found along the Gold Coast. One of the oldest is the **Houseboat**. Eighty feet down, it is covered with sponges. Lots of barracudas call her home and hundreds of tropicals can be found inside her hull.

A lost freighter anchor can be seen in water barely 30 feet deep. Mysteriously abandoned by a ship that probably found itself too close to shore, the five ton anchor's chain is stretched out across the sand. One-half dozen blue angelfish have declared the site their home and make the scene an excellent photo subject.

A new wreck, the tug **Jay Scuttie**, is near the area's two largest wrecks, the **Rebel** and the **Mercedes**. Little life has been attracted to it as yet, but in less than a year it will be as alive as its two sister wrecks. The 150 foot **Rebel** was sunk two years ago in 110 feet of water. With its deck 85 feet down, the ship has gathered a large colony of fish. Barracudas,

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green morays and big schools of fish work their way around its decks.

The most popular wreck in Fort Lauderdale is the **Mercedes**. She made the national TV news almost every night for months when she slid up on the sand at Palm Beach during a 1984 Thanksgiving storm. Abandoned by her crew, she became the backyard eyesore of Palm Beach socialite Mollie Wilmot. The State of Florida was left to pay the huge costs of getting her off the beach.

Everyone had assumed arrangements would be made to sink her near the spot where she was beached, but the folks in

FLORIDA SALTWATER FISHING FACTS

Since local regulations governing the taking of saltwater products may exist, you should contact the Marine Patrol District Office nearest the location where you will be engaging in these activities.

DISTRICT OFFICE

Miami

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Oysters—3 inches long.

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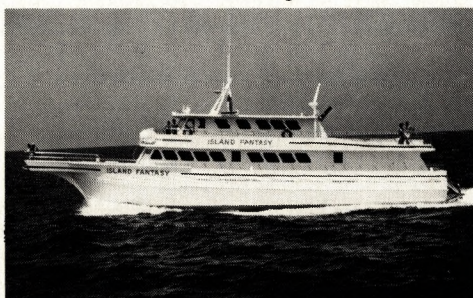


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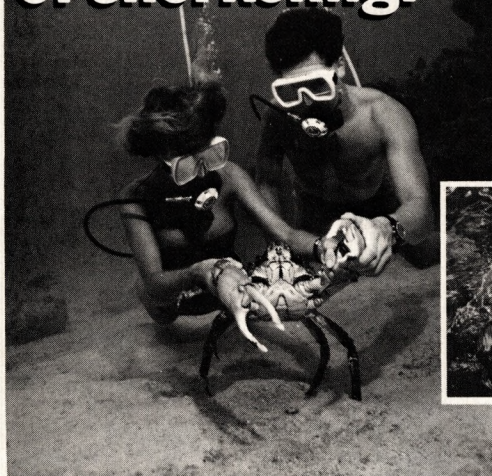
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Florida's Gold Coast

Fort Lauderdale had a better idea. With little publicity, the *Mercedes* was towed to Fort Lauderdale's Port Everglades, where local dive clubs quickly began to help clean her for sinking. On a rough and windy day in the spring of 1985, with nearly 1,000 boats full of spectators watching, hundreds of pounds of explosives ripped nasty holes in her sides. In minutes she was resting upright in 100 feet of water.

DANIA/HOLLYWOOD

Adjacent and south of the Port Everglades Inlet, two of Broward County's best known reefs are a part of the **John U. Lloyd State Park**. A shallow reef can be dived from shore while the middle reef, **Barracuda**, comes within 20 feet of the surface. The deeper one, **Hammerhead**, begins at 60 feet. Both have good coral populations.

The shallower reefs have populations of brain, star and other corals while their tops are a patchwork of seafans. The entire site is a good hiding place for spotted morays and lobsters. Hammerhead's coral fingers run seaward. Its top is overgrown with lacy seafans and sponges. Schools of big fish often swim by as you drift with the current.

Hollywood has some of the best beach diving in the entire state, with sites known as the **Trench, Rock Pile, Band Shell, Filefish Reef, Angelfish Reef** and others. Most are 12 to 20 feet deep and alive with small marine aquarium type tropicals. Some have undercut ledges where you can find sleeping nurse sharks and lobsters and one is known to be frequented by porpoises. Most of the best are at the ends of Michigan and Johnson Streets and all are easy to find with the assistance of local dive operators.

One of Hollywood's most recent artificial reef additions is at the southern edge of Broward County. Sunk by the Tenneco Oil Company at a cost of more than \$500,000, the reef is made of the three major sections of an **Oil Drilling Platform**, formerly in use in the Gulf of Mexico. The platforms are 60 to 120 feet deep at intervals of about 75 to 100 yards.

MIAMI

The setting for NBC's *Miami Vice*, Miami is actually a far cry from the image it is sometimes given in the show and by often-biased network newscasts about drugs and violence. It is truly the fabulous beachfront city the opening scenes of the TV show portray and is one of the most beautiful places in the U.S. at night.

The real Miami attractions for divers, other than its natural South Florida beauty, are its wrecks—especially those immense freighters that are almost perfectly intact and sitting upright on the seafloor.

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So far, Miami has the largest concentration of wrecks owing to DERM's aggressive artificial reef program. Almost three dozen sizable ships and other artificial reef sites now rest on the ocean floor with many in depths of less than 100 feet.

One of the most popular dive sites is the 200 foot long **Almirante**. One hundred twenty-five feet deep, it is found east of Elliot Key. It is overgrown with soft corals and sponges and is home to large schools of jacks and snappers. More than once divers have said this wreck reminds them of pictures taken in the Egyptian Red Sea.

Just south of Fowey Light, the 175 foot freighter **Blue Fire** sits upright in 105 feet of water. It is one of the most beautiful of Miami's wrecks and thousands of baitfish swim from bow to stern along her deck at 90 feet. At her stern, soft corals grow on the railings and stairways that lead inside. Giant barrel sponges grow all around and at first glance look like some sort of cargo that fell from the ship's deck.

The 210 foot **Ultra Freeze** is not far away in 120 feet. Its wheelhouse is only 70 feet below the surface and it also has a large fish population. Several large winches still remain fastened to its bow.

In 60 feet of water, the 120 foot **Biscayne** freighter is among Miami's most popular wrecks. Thousands of grunts hover close to its empty hulk while large game fish sometimes rush quickly into the mass for a meal.

At 80 feet, the **Proteus** is a big freighter some 200 feet long. Its massive prop was spared by the bomb blast that ripped open its engine room. Grunts and snappers stay in tight groups, constantly entering and leaving the hulk via the passageway created by the blast.

In 100 feet, the 118 foot tug **Orion** is the single most popular wreck in the fleet. With an enormous prop at its stern, the wreck's sides show the holes the dynamite charges that sent it to the bottom made. Around its stack schools of baitfish can always be found while below them, inside its wheelhouse, hover thousands of grunts.

North of the **Biscayne** sits a pair of ships, the former Woolworth yacht **South Seas**, and the freighter **Arida**. The 170 foot **South Seas** sits on a barren sand flat just deeper than 70 feet. Looking nothing like it did in its glamorous days, it was relegated from its early 20th century wealth to become a dockside bar before finally sinking at its mooring. Refloated, the old lady sank again on her way to her present site. The 165 foot **Arida** is badly broken and turned on its starboard side.

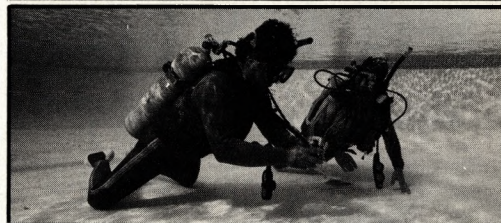
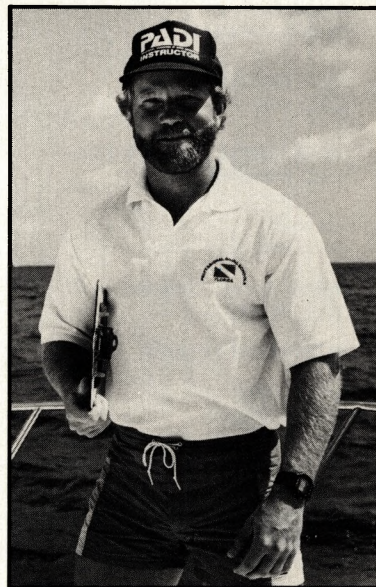
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Florida's Gold Coast

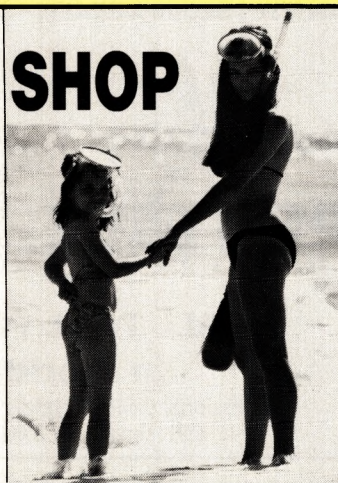
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CONCLUSION

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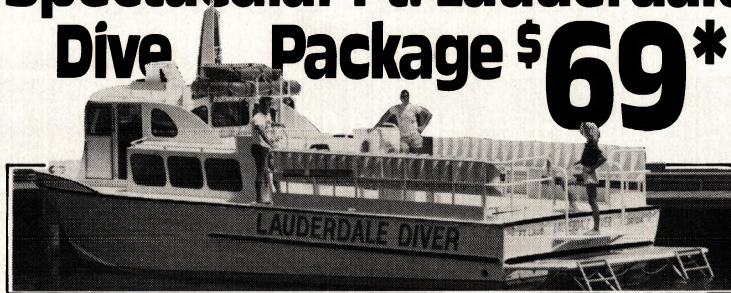
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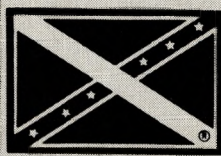
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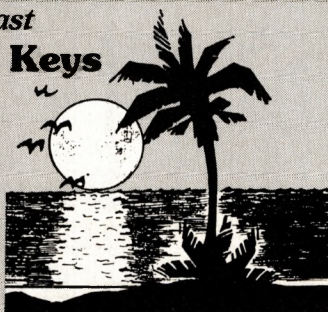
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COCO VIEW RESORT

Beach/Wall Diving in the Bay Islands

TEXT AND PHOTOGRAPHY
BY RICK FREHSEE

CoCo View Resort is at the end of a sandy peninsula on the south side of Roatan. The sun sweeps from east to west across its "front yard," painting divers a golden tan on their way to CoCo View's famous beach dive. Almost anytime—including 5:00 am—you are likely to see the glow of divers' lights and the pop of photostrobes beneath the crystal sea.

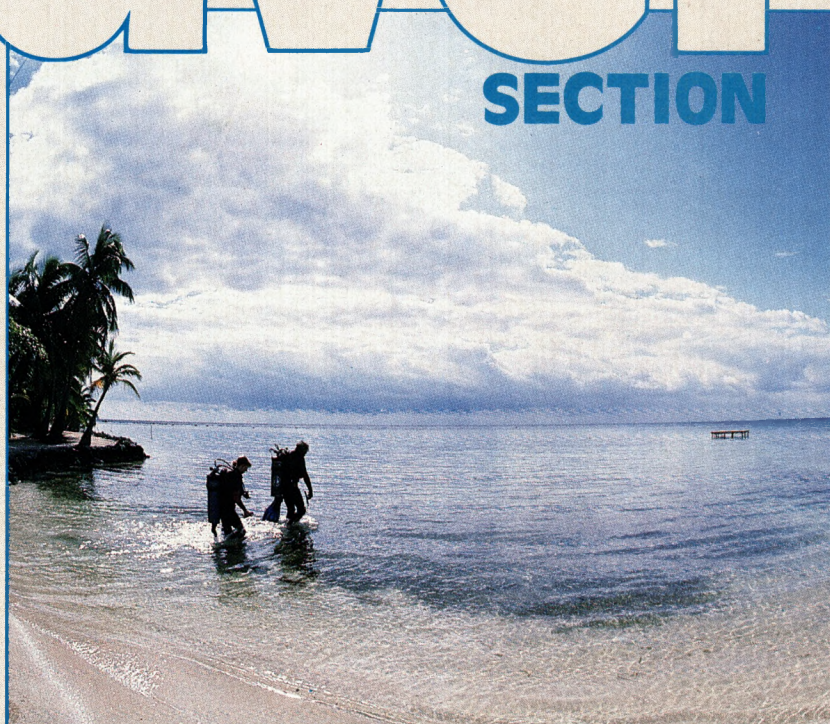
CoCo View's ads and brochure—which feature little caricatures of the property, the *Prince Albert* shipwreck lying in the channel and the nearby beach/wall diving—perhaps seem too good to be true. "We tell them up front there's fabulous diving right off the beach," asserts owner/manager Bill Evans, "but, still, they act so surprised and delighted to find it's true. I guess no one expects the resort could be behind some of the best wall diving off Roatan." Doc Radowski, the bearded veteran of 15 years of Bay Islands' diving, adds, "Within snorkeling distance a diver can find all but a very few of every species of stony coral found in the Caribbean."

Bill and Doc are right. The diving is quite spectacular within a stone's throw of CoCo View and visual evidence is available within this article: Not a single photo was taken more than 1,000 yards from the resort. One-half mile or more of wall diving is available from the beach and another 35 known sites are within 20 minutes by CoCo View boats. Some drift dives are launched from the boats, but as

the current is almost non-existent, they are really planned swims from a boat back to the resort (fondly referred to as *enduros*). The rules for diving are simple: Be properly equipped and with a buddy, don't exceed the no decompression limits, and don't exhaust yourself. Although divers of all levels of experience happily find their way to CoCo View, it's easy to see why U/W photographers and experienced Car-

ibbean divers are the main contributors to the 30 percent increase in occupancy last year. The formula is straightforward: "A resort built and managed by divers for divers." Not one day of diving has been missed since the resort opened in 1982.

I have had the pleasure of watching this resort grow and mature. Every year there have been significant improvements and this year there was



Top: CoCo View Resort offers divers the opportunity to make shore dives any time of day. Above left: CoCo View guest house. Above right: The *Prince Albert*.



Left: Although fabulous diving lies just off the CoCo View beach, the resort's dive boats can reach another 35 excellent sites. **Below:** Doc Radowski and Bill and Evelyn Evans (left to right) observe two beach divers.



plenty of change. The new dock, diver support areas, showers, charming little gazebo and dive boat are all examples of Bill Evans' mandate that the resort will always be in a state of evolution. Evans, a sailor and a former DC-3 pilot with thousands of hours in the Caribbean, admits he is a man with a desire to build something. "Haven't been diving for three months," he says with a smile, "no time for it anymore." During my visit, he was constantly picking up supplies, dropping off building materials, dredging the canal behind the resort and planning more cottages for guests.

Evelyn, Bill's lovely wife, is just slightly behind the wake of all this hard-charging. She is the person who keeps a handle on what's necessary to keep things working today. She is not an active diver. "Five years ago Bill gave me my first dive lesson, I'm still waiting for the second," she told me. Together, they are the mom and pop of CoCo View. But, they are much more. Although they may be perceived as "just folks," they have fashioned one of the most dynamic dive resorts in the western Caribbean.

While Bill hasn't been diving, Doc has; he logged 442 dives last year. I met Doc (Jim is his real name) Radowski in 1973 while he was working as a licensed archaeologist on a pre-Columbian shipwreck in Roatan. Except for short jaunts back to the States and the mainland, he has been CoCo View's dive operations manager from the first day it opened. Doc's preparatory briefings before each dive, with information on the biology, geology

and logistics of each site, are among the best in the Caribbean. Recently, he was appointed the coordinator for DENS, the Bay Islands adjunct to the Divers Alert Network, and is working hard to secure outside funding for a recompression chamber on the mainland. Doc will also host several PADI and SSI instructor training programs at CoCo View this year.

The social focal point of the resort is the main building, screened and facing the trade winds with a full view of the Caribbean Sea. Inside is the restaurant, bar, briefing room, recreational area and loaner library. The decor is Hemingway '40s—overhead fans, fishnets, T-shirts with magic marker inscriptions and sport caps hanging on the wall. The food is what you expect, good and plenty; homestyle cooking mixed with island specialties served buffet or family-style. Iced tea and coffee are self-served with meals. Sodas and beer can be ordered from the bar. The CoCo View bar is a natural meeting place for locals and divers at sunset and after dinner.

There are two, two story guest houses with 16 rooms. Each room has a bathroom and hot water shower. Electricity is 120 volt, making strobe and light charging possible without using converters.

For years, the main dive boat, the 37 foot *Miss Pat*, has been on constant duty. This year there is relief for her in the form of a new vessel. The 34 foot *Lady Evelyn* was christened and put into service on February 12. Both boats have been customized for diving with platforms, ladders, tank stor-

age and plenty of deck space.

All service areas have been expanded and improved as well, with more dock walkways, multiple freshwater showers, wetsuit racks, oversized wash bins, increased wet storage, a new compressor and 20 tank fill station and more than 130 tanks, sized from 50s to 80s. Top-of-the-line equipment is available and two Edge meters are available for rental. An E-6 film processor is installed and operational in the new photo lab and a complete video program will be offered in the near future.

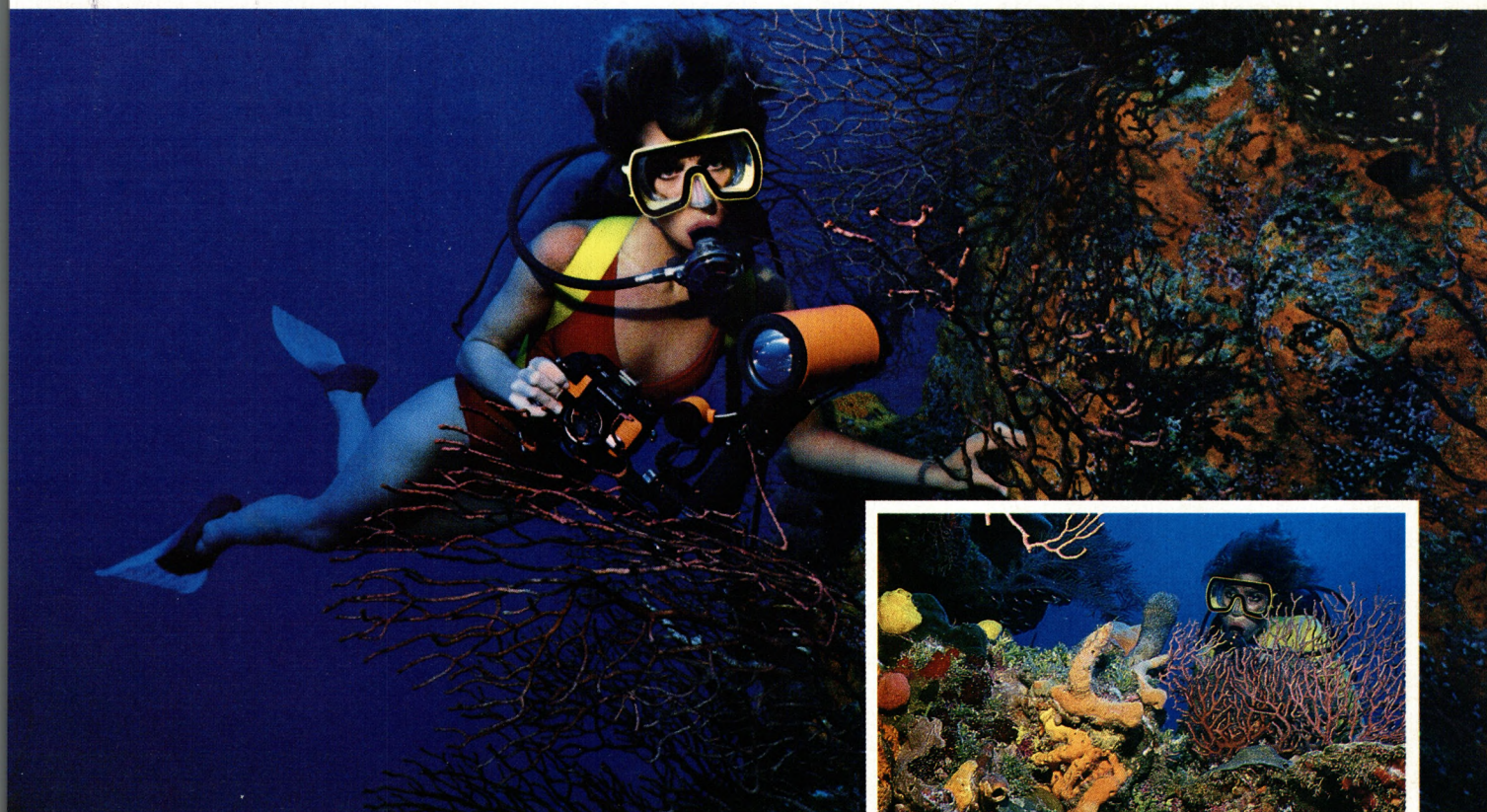
Two single tank boat dives per day and unlimited shore diving provide maximum safe bottom time. Offshore, within easy swimming distance, is a series of surface buoys and undersea markers leading to the CoCo View channel and nearby wall. On the channel bottom, the 140 foot *Prince Albert* sits upright. The effect varies: Sometimes at low tide, with reduced clarity, she appears as mysterious as a ghost ship in the haze. At high tide and potential maximum visibility, she looks like a Hollywood studio with unlimited photographic and exploratory potential. Night diving on the wreck from the shore is routine.

CoCo View's beach dive coral formations are varied and extensive. The shallows support nuggets of star, brain and pillar corals interspersed with seaweeds and seafans. Schools of blue tangs, creole wrasse and Bermuda chubs are constant companions. But, it is the adjacent wall that creates the greatest allure. Almost the

(Continued on Page 72)

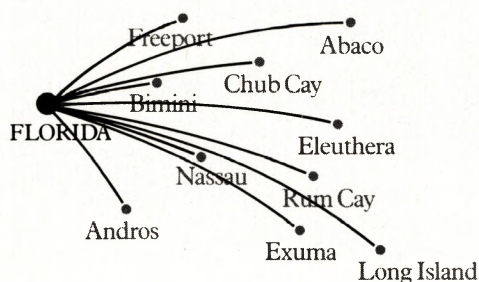
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COCO VIEW

entire 30 mile length of Roatan's south coast is bordered by a close-hugging drop-off parallel to shore. Intersecting it are numerous fissures. Here the drop-off is continuous and the spur and groove system is exaggerated, forming enormous "cracks" in the reef. Topography U/W is mammoth and accented by sponge and fan growth. Exit CoCo View channel and turn left (east) along the wall to find heavy ledges and precipitous overhangs decorated with wildly shaped sponges and frothy gorgonians.

Most of our time was spent between 60-100 feet, although in places the wall began in only 35 feet of water. Here we were less than one-quarter mile offshore, staring at the face of a coral escarpment that dropped almost vertically—actually in two short steps—into 9,000 feet of water. Beneath ledges in stony crevices and coral nooks were bouquets of lacy green bryozoans, fuzzy yellow gorgonians and delicate white hydroids. Sponges, some mammoth and some rope-like, appeared in pastel hues that exploded in vibrant colors under a photographer's strobe. Often, we found azure vase sponges radiating an iridescent glow. Many over-the-shoulder glances were made in anticipation of pelagic creatures such as jacks, mackerel or the rare bull or hammerhead shark. Visitors often report

sightings of huge turtles, dolphins and manta rays. Two weeks before I arrived, a small group of divers, a short distance from this very spot, was thrilled by an encounter with a 30 foot whale shark. So entranced was the only diver with a camera he forgot to take a picture!

Turn right (or west) along the CoCo View wall for a different view. Here the wall is more vertical with less caverns and overhangs. Monstrous sponges, deepwater fans and black coral abound. One unusual stony spire was captivating: It was a giant pillar of star coral more than eight feet high.

A mile or two in either direction forms the geography of CoCo View boat dive sites—simply stated, more great wall diving with variations of a familiar theme. Sometimes the cracks in the reef are narrow slits barely wide enough for a diver to carefully thread through. Elsewhere there are giant canyons with enormous towering walls. Often, the smaller cracks are overgrown with a cap of coral growth, forming crevices, tunnels, caves, caverns and cathedrals. Frequently associated with this coral growth are huge pinnacles of corals sprouting from a secondary shelf; a few are more than 80 feet tall.

Nearly half of CoCo View's regular dive sites are marked with buoys suspended by great cement moorings installed by the resort dive operation. CoCo View was the first resort in the Bay Islands to install a set of permanent moorings to protect


the reefs from anchor damage.

Last year CoCo View introduced the Surf and Turf Combo. Aboard the beautiful live-aboard motor/sailer *Reef Runner*, eight guests in three air-conditioned staterooms can spend half their diving week exploring the Barbaretta Wall and the Pigeon Cays. Leave for a whole week aboard *Reef Runner* and you can visit the Cochinos Banks and other exotic locations. Or, opt for 14 days for a total Bay Islands experience. The diving program is always under revision by Radowski. New sites are constantly being discovered and developed by CoCo View's divemasters. The itinerary is adjusted and evaluated according to the wishes and experience levels of each group.





CoCo View's topside ambiance is laid back, island-style and downhome. The new gazebo is an excellent place to watch a patented CoCo View sunset. Attached is a roofless sundeck for those who would brave a tropical sun. On the west side of the gazebo, a hole has been dug for swimming and diver training. Island tours on Roatan are an option on "freebooter's day," and on your way back to the coastal mainland the resort can provide a trip to the ruins of Copan, one of the greatest cities of the ancient Mayan Indians of Central America.

Last year 40 percent of CoCo View's visitors were returning guests; a result of the quality of the diving and the warmth
(Continued on Page 76)

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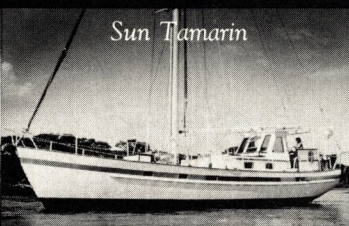
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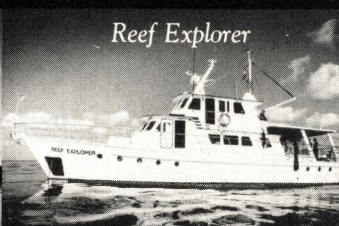
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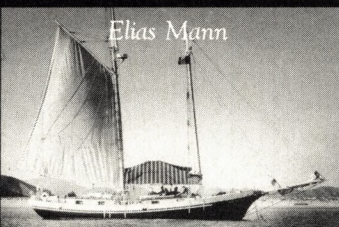
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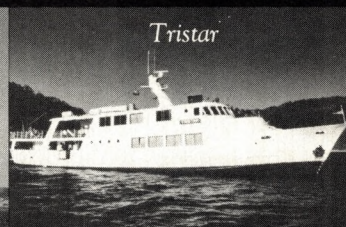
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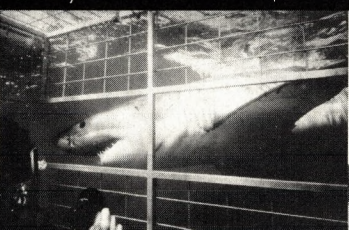
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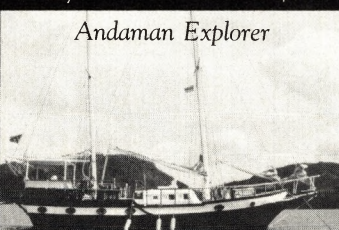
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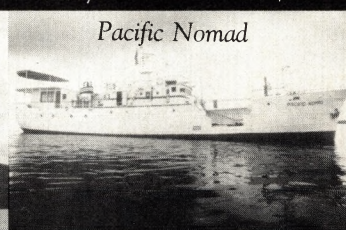
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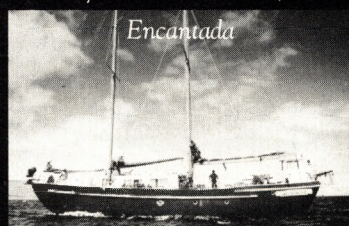
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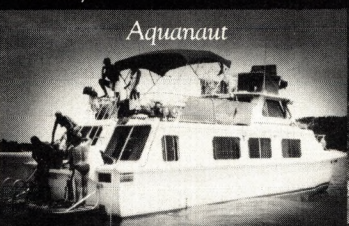
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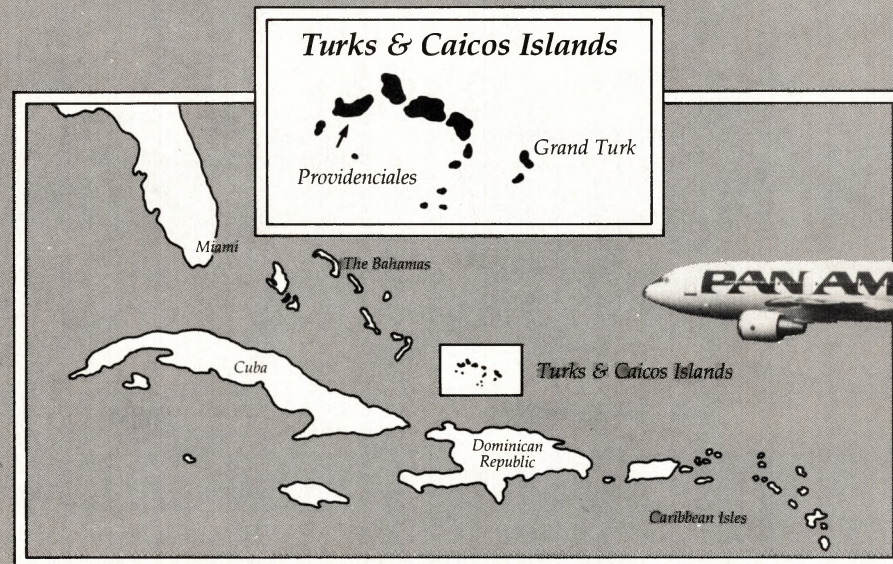
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
GRAND CAYMAN, B.W.I.



COCO VIEW

(Continued from Page 72)


and friendliness of the owners and staff. It is also owing to one of the most knowledgeable and helpful stateside offices of any resort in the Caribbean. Terry Evans (Bill and Evelyn's son) and Jaki Jeffries run a U.S. reservations office, independent of the resort, with unusual care and efficiency. All CoCo View packages and air transportation via Tan Sahsa airlines from gateway cities in Houston, New Orleans or Miami can be arranged with the stateside office. They have a list of excellent travel tips that will be most helpful if this is your first trip to the Bay Islands. For information contact (800) 282-8932 or, in Florida, (904) 588-4131.

CoCo View's future is bright. The emphasis on film development and videography indicates increased considerations for photographers including a series of professional seminars scheduled at the end of this year. Plans for new cottages are underway to house the influx of divers who, no doubt, will respond to the CoCo View way of life. Perhaps the kid in all of us would like to grow up with a magic shipwreck, a coral-studded frontyard and a mom and pop like Bill and Evelyn Evans. 

WOODWARD PHOTO TRIPS


Dave and Gay Woodward will host two Photo Seafaris—September 9-19 and September 21-August 2. Both photo/dive trips are aboard the R/V *Sea Dragon*. The first trip departs Nassau and will explore the Bahamas from Exuma to Conception Island before ending in George Town, Exuma. The second trip begins and ends in George Town and will explore the Jumento Cays.

Divers on both trips will be informally assisted in their underwater photography by the Woodwards. Divers' film (one roll per night for at least the first three nights) will be developed on board the ship.

For more information contact Dave and Gay Woodward, P.O. Box 772409, Steamboat Springs, CO 80477; (303) 879-4867. 

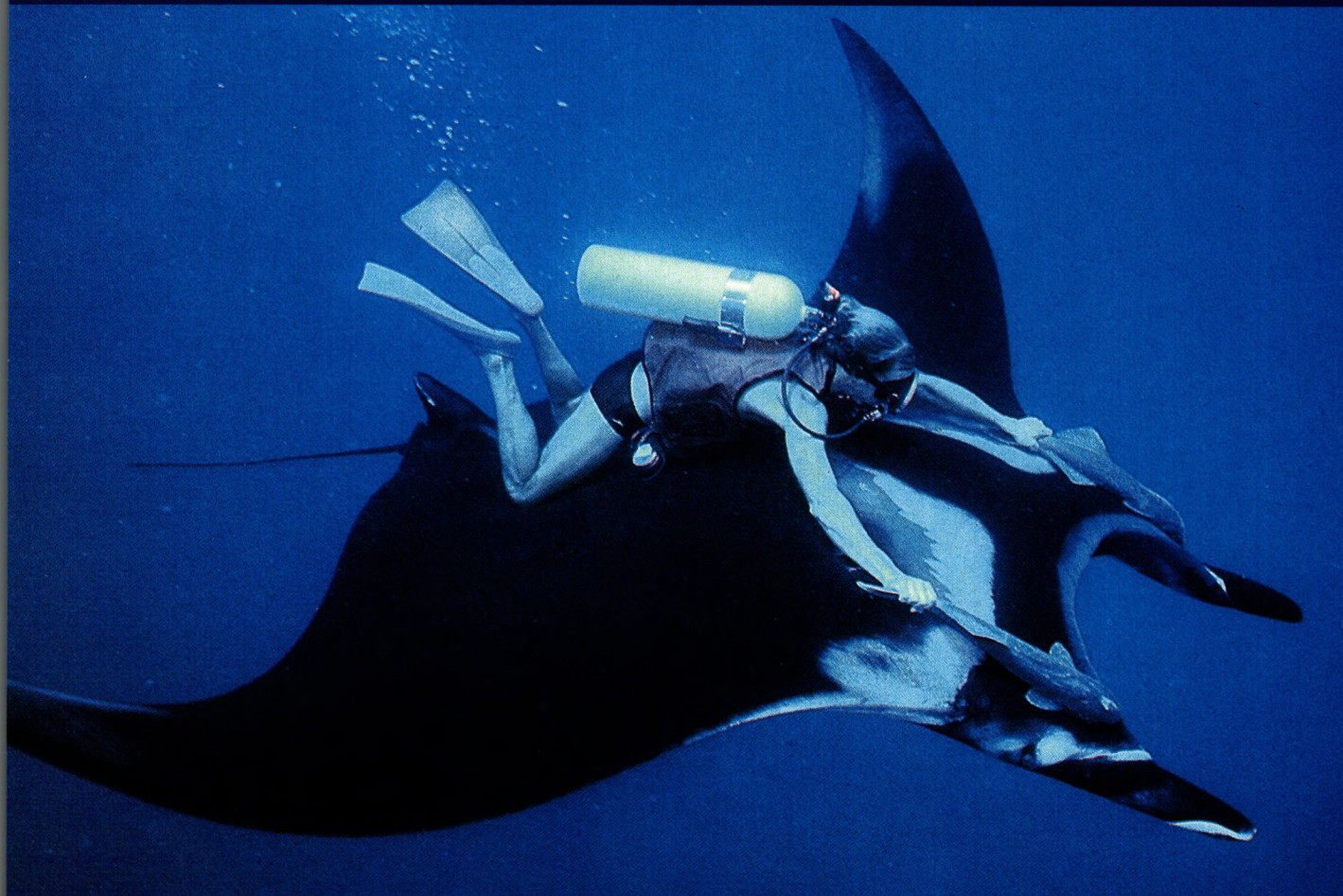
PISCES 2 TO CAYMAN

Research Submersibles Limited's *Pisces 2* submersible, capable of dives to a depth of 3,000 feet, will be used soon to study deepwater sixgill sharks off Cayman. In the past, the vessel has been involved in torpedo recovery, pipeline surveys, a search for the Loch Ness Monster and, most recently, in a study of the Japanese World War II battleship *Yamato*.

Pisces 2 is 20 feet long, weighs 12 tons and carries three people. When not being used in research, it will be available for tourist dives. For information contact Research Submersibles Limited, P.O. Box 1719, Grand Cayman, BWI; (809) 949-3870. 

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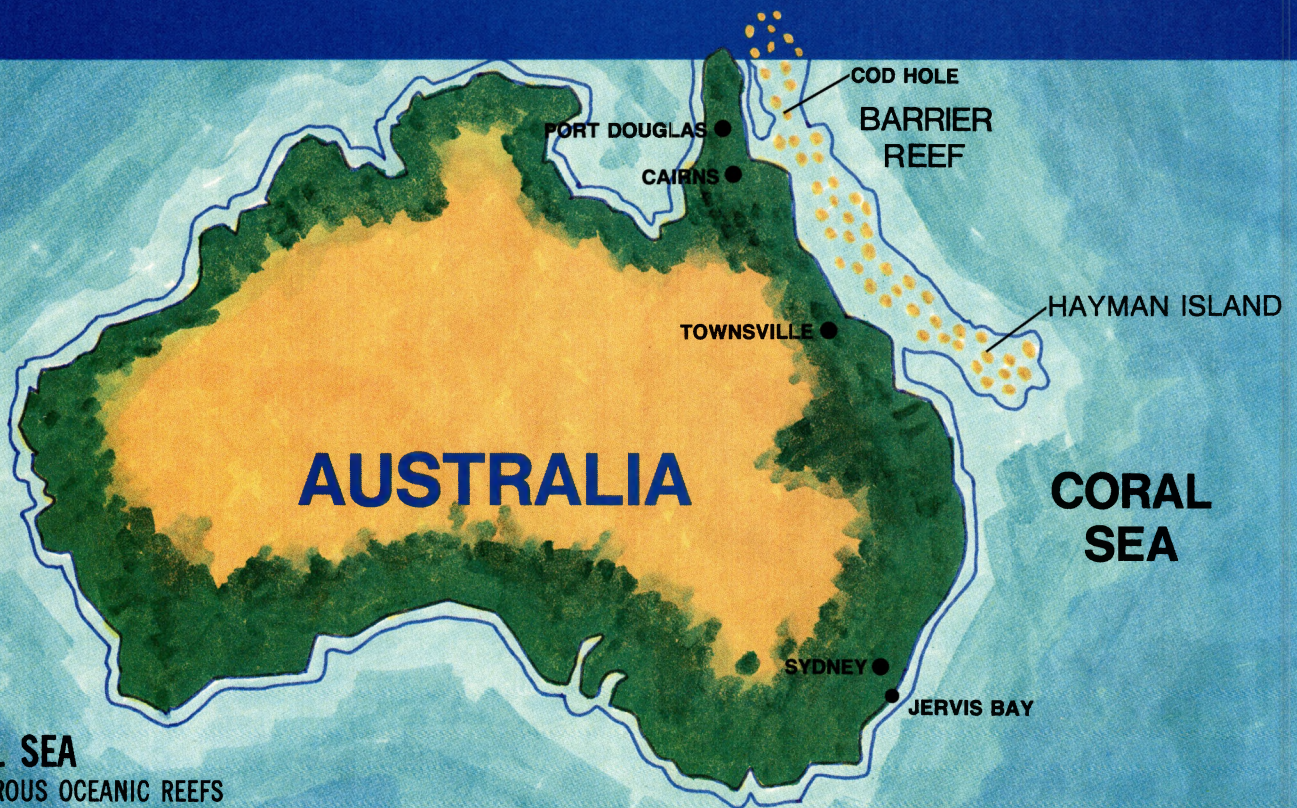
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See and Sea (see their ad this page)



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See UNDERCURRENT REPORT '84 Vol 9 No. 4.

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"STATIA"

Caribbean's newest dive destination features a wealth of wreck and reef diving

by George Stockton

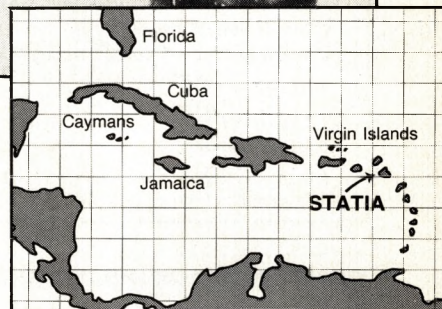
"STATIA," as the island of St. Eustatius is commonly called, is one of the newest and richest diving destinations in the world. Located just 27 miles away from St. Maarten in the eastern Caribbean, STATIA played a major role in the development of the New World during the 17th and 18th century. Most ships carrying cargoes of settlers, slaves, trade goods, and soldiers stopped by the port of "STATIA" on their way to and from the "colonies." Hundreds of vessels might be in port at anytime, and the island had a bustling population of 30,000 in the mid 1700's.

Today that population numbers less than 2,000, as more direct trade routes were found. Time, indeed, has passed STATIA by. But STATIA remains steeped in history, both above and below water. Fires, storms, and wars took their toll of ships off the STATIA shore, leaving a historical legacy of known and unknown wrecks. SURFSIDE STATIA, the leading dive operation on the island, has begun a program with the STATIA government to recover artifacts from designated sites, identify the artifacts and preserve them for display in STATIA'S Maritime Museum.

Divers are invited to join in the search. Imagine the thrill of diving on a ship hundreds of years old! Dense schools of fish call the coral encrusted wreck home. Southern stingrays relax in the white sand surrounding the wrecks. Flying gurnards are just about everywhere you look. And if the marine life isn't enough, imagine finding a cutlass, or brass artifact, or centuries old bottle. In keeping with conservation, all finds are entered with your name in the museum log and are displayed in the museum. If historical shipwreck diving is not enough, there are excellent reefs teeming with marine life. Remember, STATIA hasn't been very popular for over two hundred years, and it's one of the few places left where the diving can really be called "virgin."

Diving accommodations are first rate with SURFSIDE STATIA, with a large comfortable boat and helpful crew. STATIA itself is a study in historical tranquility, with old homes and forts to explore, and a smiling, english-speaking local population. It is a RULE in STATIA that you must say "hello" to everyone you meet! There's a range of accommodations from guest houses to small hotels.

I recommend STATIA highly. It's a quiet, unusual dive vacation that will soon disappear in the midst of ever increasing Caribbean tourism. For more information on "STATIA" diving, call 1-800-468-1708. In PA call 1-717-346-6382.



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
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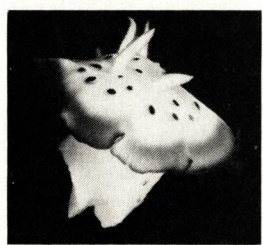
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SAFEST TABLES

dang, Papua New Guinea. He presented papers about the basic mathematics of the USN tables and about his work developing a flying after diving table for the USAF and how it led to his recommendations about lesser supersaturation ratios and shorter bottom times for no decompression dives. He pointed out that Dr. Andy Pilmanis of the University of Southern California had shown a stop at 10 feet reduced the Doppler bubble count on dives to 100 feet that were within the USN no decompression limits. He also recommended that divers do a safety stop of three to five minutes at three to five meters on all dives below 30 feet. To those who believe one should always add fudge factors and never get within five minutes of a no decompression time before finishing the dive, Bassett's ideas (two fudge factors) seemed sensible.

Because the mathematics of Bassett's revised time limits are those of the USN tables, repetitive dive calculations using those tables are possible. One can use the surface interval table and the residual nitrogen table to work out the time available for a second dive.

For repetitive dives, Bassett recommended using the total time underwater for calculating the repetitive group at the end of the dive, so adding a third fudge factor. Many sport divers do this all the time. The diver enters the surface interval table with a lower nitrogen pressure in the body than the USN tables assume. At the end of the surface interval there will be less nitrogen in the diver's body than allowed for by the new repetitive group. The residual nitrogen time for the new group will be falsely high—so adding a fourth fudge factor. This USN residual nitrogen time is subtracted from the Bassett bottom time limit for the depth of the second dive to obtain the available no decompression bottom time.

As there is a lot of Australian evidence that decompression sickness is associated more with rapid ascents than with overstaying the tables, I have added a fifth fudge factor to Bassett's four by reducing the rate of ascent to 10 meters (33 feet) per minute rather than the 60 feet (18 meters) per minute of the USN tables.

A friend and I, both worried about the increasing incidence of decompression sickness in Australia, decided to lay out Bassett's no decompression tables so they could be dived with as much convenience as the USN tables in the no calculation format produced by Dacor. Table 1 in our layout incorporates two safety factors: 1) a shorter bottom time than the current USN table; and 2) the safety stop. We have added another safety factor by reducing the ascent rate to 10 meters per minute. Using the total time underwater,

(Continued on Page 90)

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Diving News

From Down Under

Supersport: Australia's Newest Live-Aboard

TEXT AND PHOTOGRAPHY BY GERI MURPHY

While Australia may have lost the America's Cup, it has gained one of the world's most magnificent live-aboard dive boats. This massive catamaran is 90 feet long and 34 feet wide. With a cruising speed of 16 knots, it is Australia's largest and fastest live-aboard dive boat. It is also one of the most stable and comfortable vessels owing to its extreme width and special stabilizers.

Designed in Townsville, this remarkable live-aboard was constructed in Perth and finished just in time for the America's Cup Race. In fact, the *Supersport* served as a spectator craft for the *Stars and Stripes* Syndicate during the America's Cup series.

The *Supersport* is the vision of Mike Ball, owner and operator of Mike Ball Watersports of Townsville. Mike had always dreamed of a large, comfortable live-aboard dive vessel that could reach the remote atolls and pinnacles of the Coral Sea, 200 miles off the coast of Australia. He was able to achieve this goal with the capable assistance of Wayne Williams, operations manager of the company. Many of *Supersport's* unique features are the result of several years' experience operating the 67 foot M/V *Watersport*. This latter craft has taken thousands of satisfied American and Australian divers to some of the choicest dive sites along the outer edge of the Great Barrier Reef.

The *Supersport* has four huge decks packed full of diving conveniences rarely encountered at sea. Internal areas are air-conditioned, the main deck has a saloon with mahogany walls and modern decor. The main banquet table can seat 26 with a separate "Captain's Table" for the eight staff members. The ship's bar prices are modest and there is a good selection of spirits.

The two recreational areas include a 600 square foot carpeted sundeck and an 800 square foot deck provided with shade and outdoor furniture. Diving is extremely convenient and done from another 800 square foot deck with a unique entry/exit platform. There are several large inflatable tenders and several Tekna diver propulsion vehicles available on a rental basis.

Underwater photography facilities include daily E-6 color film processing and convenient 110 volt charging facilities in each cabin. There are freshwater rinse bins and storage shelves on the dive deck, plus an excellent selection of film.

The *Supersport* will specialize in eight day live-aboard dive trips to the Coral Sea. These expeditions will take divers 200 miles offshore, covering some 500 miles of Australia's most spectacular sites. The vessel's early departure and fast cruising speed bring divers to the outer edge of the Great Barrier Reef by 8:00 am the first day. After several dives, the vessel moves 100 miles farther offshore into the pristine waters of the Coral Sea, where visibility frequently exceeds 200 feet. *Supersport* guests spend about five days in the heart of this virgin area, visiting incredible sites that have made Australian diving so famous.

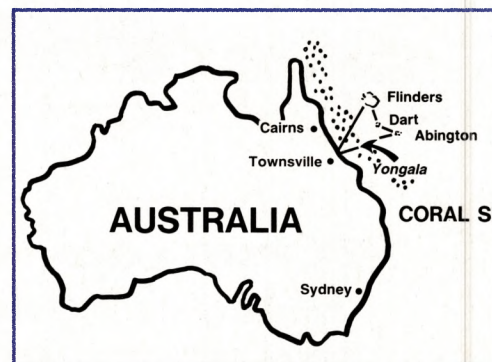
An example of *Supersport* diving itinerary is Flinders Reef, an uninhabited coral atoll with a 15 mile long lagoon and a white sandy cay that has become a haven for sea birds and turtles. Sheer coral pinnacles rise from the depths, festooned with golden gorgonian fans and a multitude of colorful marine life.

Just north of Flinders is another isolated atoll known as Dart Reef. This complex is best known for its spectacular wall diving and big fish action.

East of Flinders is a site known as Abington Reef, which is blessed with a colorful spectrum of soft corals and a honeycomb coral cave system. This site also offers an opportunity to explore vertical coral walls and fascinating lagoons.



From Townsville, the 90 foot long, 34 foot wide *Supersport* reaches the remote coral atolls and pinnacles of the Coral Sea.



No cruise aboard the *Supersport* is complete without a visit to the *Yongala*, Australia's most spectacular shipwreck. The concentration of marine life at this site is like no other in the world. On a single day, divers have an opportunity to swim with turtles, potato cod, sea snakes, Queensland groupers, barracuda schools, cobia, moray eels and at least one dozen more unusual species. The site is a veritable aquarium on top of a shipwreck.

Townsville is 177 miles south of Cairns and has frequent and convenient flight connections to Cairns via Ansett Airlines. Qantas operates 747 jumbo jet service to Cairns from both San Francisco and Los Angeles twice weekly.

Operational headquarters for the *Supersport* is Mike Ball Watersports, one of Australia's diving landmarks. Established in 1969, this dive store obtained world recognition in 1981 when it built one of the most innovative dive training centers in the industry.

FOR MORE INFORMATION

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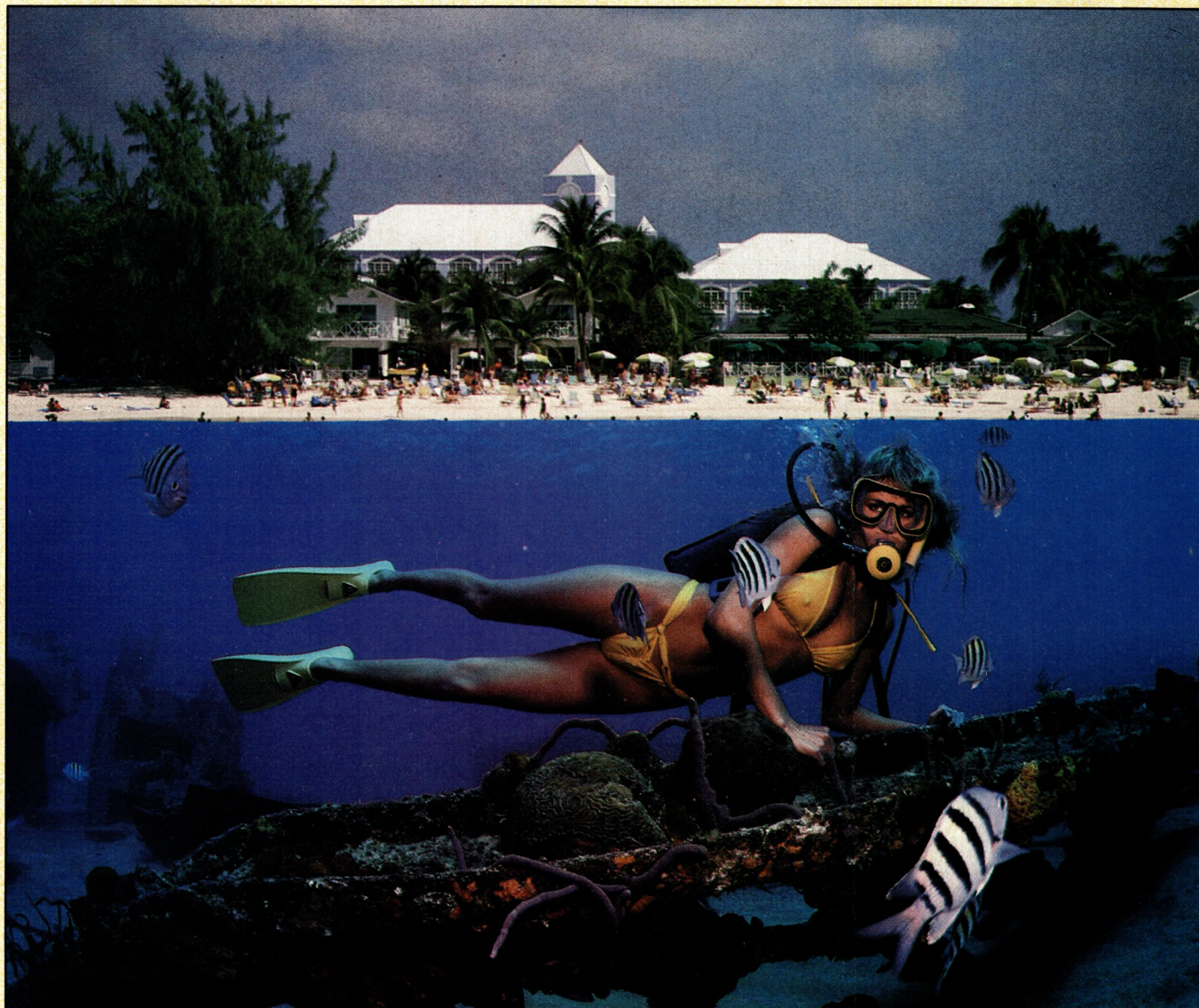
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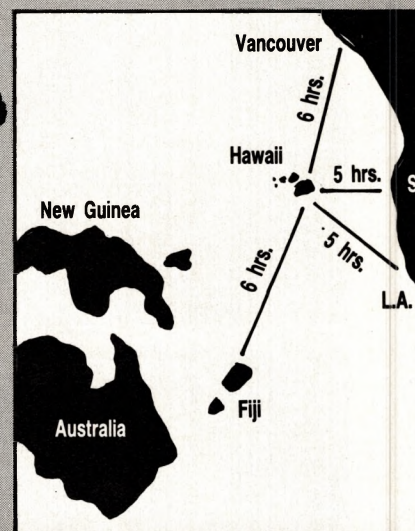


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SAFEST TABLES

(Continued from Page 84)

which includes the safety stop time, builds in a fourth safety factor. Using the USN residual nitrogen time after the surface interval in Table 3 to calculate the available bottom time for the repetitive dive builds in the fifth fudge factor.

To use the table, find the depth of your dive (remember, if it is between two depths in the table you must take the deeper depth for your calculations) in either column 1 or 2 of Table 1. Run your finger across until you reach your total time underwater (remember, if it is between two times in the table you must take the longer time) and then run your finger down that column to the letters below. Find the same letter on the right of Table 2 and run your finger horizontally to the left until you come to the surface interval since your last dive. Then run your finger down that column into Table 3, stopping when you get to the chosen depth of your next dive. Your finger is on the maximum bottom time available for the repetitive dive to take you to the Bassett limit for that depth.

On the back of the card there are instructions for using the tables. There is a modified decompression table that adds the safety stop time of five minutes to the USN decompression times, for those who accidentally exceed the no decompression limits. And, there are instructions, with an example, for calculating the repetitive group at the end of a repetitive dive. This allows a third dive if desired. These tables, which are printed on flexible plastic, fold in half to fit nicely into the pocket of a BC.

All decompression tables are based on faulty mathematical models. Single tissue models (Royal Navy tables) are as reliable (or unreliable) as multi-tissue models (USN tables). The sport diver has nothing to gain by waiting for a decompression table based on a better description of the physiological changes owing to gas uptake and release. The sport diver needs safety from decompression sickness now or at least no later than his or her next dive.

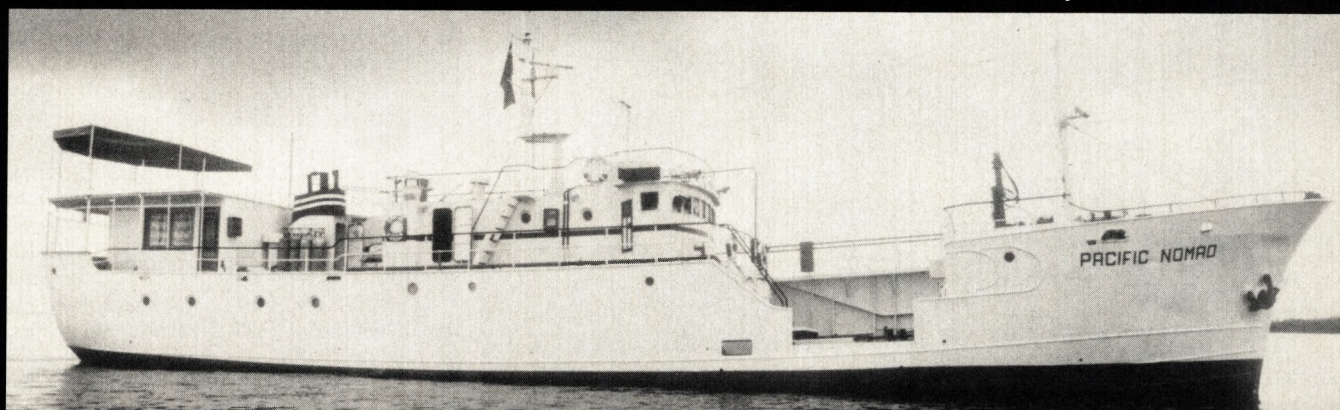
Anyone who has suffered from decompression sickness would agree it is an illness better avoided. The price one pays to avoid it is a slight reduction in the time on the bottom. ~~✗~~

Dr. John Knight is a diving physician in Melbourne, Victoria, Australia. He is a past president of the South Pacific Underwater Medicine Society (SPUMS) and author of a number of papers on underwater medical subjects.

All inquiries about the tables described above should be directed to Dr. Knight at 80 Wellington Parade, East Melbourne, Victoria 3002, Australia.

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
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KEY LARGO VIDEO

A 60 minute generic dive video, featuring eight reef locations in the Key Largo National Marine Sanctuary, is being offered through Sea Dwellers Sports Center. The tape is entitled *The Many Reefs of Key Largo*.


Steve Finz, underwater videographer and owner of Steve Finz Underwater Photography Center, has prepared this video in both VHS and Beta format. It is available through Sea Dwellers Sports Center, 99850 Overseas Highway, Key Largo, FL 33037; (800) 451-3640 or (305) 451-3640.

A full photo and video program is also available at Sea Dwellers. Finz offers a full array of rental equipment and instruction to video and film buffs. Visiting divers can either operate the camera themselves or star in their own video productions. The photo/video services are available seven days a week. 

FREHSEE/MCNEELY SEMINAR


Underwater photojournalist, Rick Frehsee, and Scubachrome International president, Burton McNeely, will present an advanced photography seminar September 19-26 at CoCo View Resort on Roatan in the Honduras Bay Islands.

Designed for experienced photographers, the seminar will be taught by three established professionals, each working with small groups and each focusing on his particular field of expertise. Each photo group will have an exclusive dive plan, boat and divemaster. Course content includes marketing your photography, photography in advertising, brochures, travel, macro photography, photojournalism, using models and photo decor. A special hands-on section will cover U/W video.

For information and a free Scubachrome Journal article on CoCo View Resort, contact CoCo View's U.S. office at P.O. Box 877, San Antonio, FL 34266, or call (800) 282-8932—in Florida (904) 588-4131. 

TRAVEL AGENT MANUAL

Divi Hotels has introduced a travel agents' manual. This full color brochure was specifically designed with travel agents in mind, and contains information on each of the company's Caribbean resorts in Aruba, Barbados, Bonaire, Cayman Brac, Curacao, St. Maarten and the Turks & Caicos.

The new directory is currently being distributed at major travel tradeshow. Requests for additional copies can be sent to Divi Hotels Marketing, Inc., 520 West State Street, Ithaca, New York 14850; or by calling (607) 277-3484, toll free (800) 367-3484 in the U.S. and Canada. 

SEE & SEA/DIVE CHINA

See & Sea Travel of San Francisco is offering a series of dive tours in Southern China. The inaugural group enjoyed an 18 day itinerary in Guilin, Canton and Hai-



nan Island. While on Hainan the group spent six days diving.

For further information on this exciting tour/dive adventure in China contact See & Sea Travel, 50 Francisco Street., #205, San Francisco, CA 94133 or call (800) DIV-XPRT, in California (415) 434-3400. ✻

DIVERS UNLIMITED MEDIC COURSE

Divers Unlimited has added a new course to its 1987 instructor curriculum. The Divers Unlimited/Medic First Aid Instructor Course is a two day educational experience that will enable the candidate to instruct courses in first aid and CPR following the guidelines of the Department of Labor, Mine Safety and Health Administration, The American Academy of Orthopedic Surgeons, The American Heart Association and Emergency Medical Planning, Inc.

Classes will be conducted monthly following each instructor training program. For further information contact Dave Inman, PADI District Course Director, 6023 Hollywood Boulevard, Hollywood, Florida 33024, or call (305) 981-0156. ✻

SOUTH FLORIDA DIVING HOTLINE

Since August 1986, the Marine Industries Association of South Florida has provided a toll free Florida WATS line, (800) BOAT-001, to answer questions on various subjects. This is a central phone number for residents and tourists in south Florida to receive answers to questions regarding marine events, marine products, services, sales, charters, diving, fishing, marine education and more.

Besides the Florida WATS line, a local number for Broward residents has also been established. That number is 764-6511. In cases where a caller will benefit from more in-depth information, a consumer fact sheet is mailed, depending upon the subject matter of the call.

The phone lines are manned during normal operating hours of 8:30 am to 5:00 pm Monday through Friday. ✻

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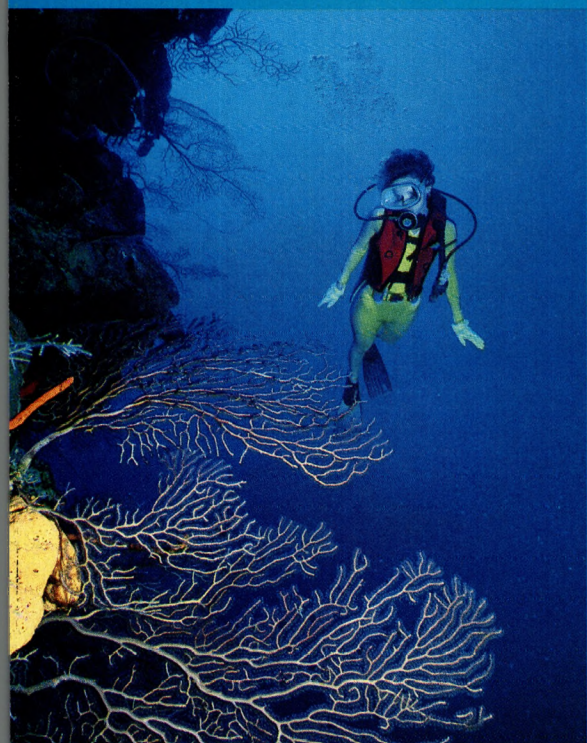
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Life Aboard A Live-Aboard

A Day In The Routine Of The
Cayman Aggressor II

TEXT AND PHOTOGRAPHY
BY GERI MURPHY



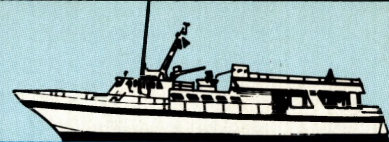
A day aboard *Cayman Aggressor II* begins with a home-style breakfast, followed by a short cruise to an exciting dive site. The vessel maximizes diver convenience with chase boats and sit-down tank racks. Anne Davis and Captain Wayne Hasson (center) make sure their guests are well fed and happy.



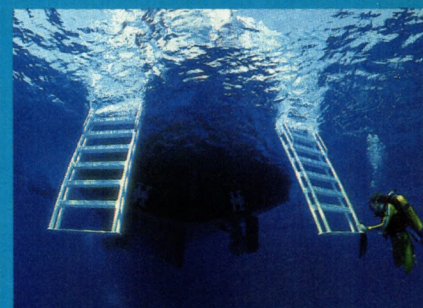
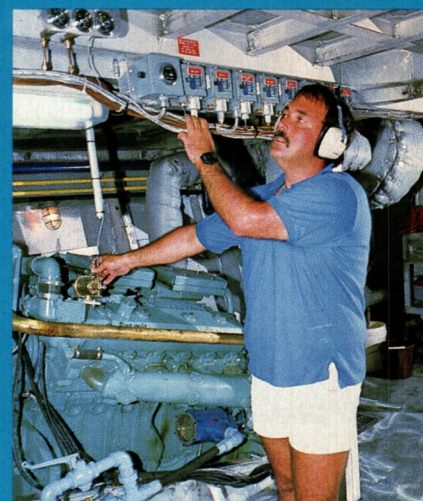
Editor's Note: Many travelers wonder what it is like to spend a week on a live-aboard dive boat. For those who have never experienced the special joy of a seagoing dive hotel, the following, diary-style account, describes a single day during such a trip. This dive boat is representative of the new breed of live-aboards that operate in selected areas of the Caribbean and Pacific.

THE AWAKENING

I awaken at 6:30 am, fully rested



The day continues with a second dive. Twin dive ladders facilitate easy return to the boat and there is a freshwater shower above the stern platform. After lunch, guests can relax on the sundeck or read in their cabins while the *Aggressor* moves to another site. The spotless engine room (right) exemplifies the quality of facilities and services aboard the *Aggressor*. Two more dives can be made and then a sumptuous dinner is served. Captain Wayne collects and develops guests' film, which is ready for critique after the night dive.



from a night of uninterrupted sleep. I silently thank Captain Wayne Hasson and the owners of the *Cayman Aggressor II* for their wisdom in selecting a top grade (and very expensive) mattress for my bunk. It makes all the difference.

I glance once around the well appointed cabin, decorated in earthy colors. It is spacious, yet cozy. The use of carpeting as a wall covering helps to soundproof the cabin from generator noises. I step over to the sink to wash my face and brush my

teeth. There is nothing like the privacy of your own cabin facilities.

I climb the stairs to the main saloon and greet the cook. Reaching for a cup of coffee from the help-yourself urn is almost an automatic reflex. It does not take long to feel at home on this vessel.

I step out onto the stern deck of the *Aggressor* for an early morning stroll. The sea is glassy calm and the ship, rock solid. The morning sun is just coming up over the island and striking the bow. It is going to be

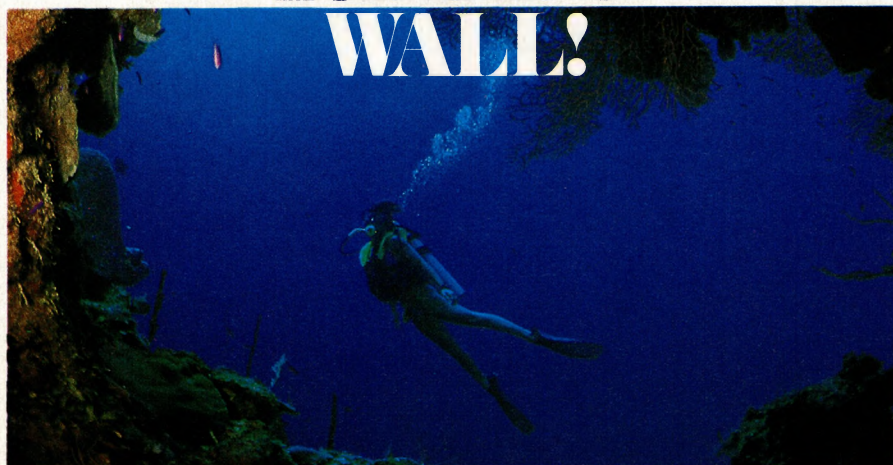
another gorgeous day in the warm, sunny Caribbean.

BREAKFAST

Breakfast starts at 7:00 am. It is time for getting to know the other guests; where they are from, how long they have been diving and so on. Many life-long friendships begin with these early morning chats.

The crew begins to serve the morning fare. Anne Davis cheerfully announces that today it will be fresh baked blueberry muffins and eggs

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CAYMAN AGGRESSOR II

prepared any style you desire. It is just like home cooking.

As breakfast ends we hear the power winch cranking in the anchor chain. Each morning the boat moves to a new location somewhere along Grand Cayman's fabulous North Wall. It is not long before we are speeding along at 15 knots, headed east along the north side of the island. Captain Wayne announces we will be anchored at Brinkley's in about 45 minutes.

I spend these spare moments changing into my swimsuit and slipping on my Lycra bodysuit. I go to the battery charging room and remove my strobe from the overnight charging station. I load a fresh roll of film into my camera and put on a wide angle lens. Next, I check my dive computer to assure it is still functioning and not low on battery power. All of this is done with the comforting convenience of a huge, chest high photo table in the dive area. Every facility on the *Aggressor* is well designed for the guests.

FIRST DIVE

Once anchored, Captain Wayne steps to the after deck dive area and briefs the guests on our new location. He sketches the profile of the wall on his orientation board. The top starts at 35 feet, and as we lean over the rail we can see the straight edged line separating the shallow coral from the 1,200 foot vertical drop-off.

The 12 divers on board the ship begin to split off into groups of twos and fours. Not everyone is eager to enter the water simultaneously. A few begin to assemble their dive gear while others go back into the saloon to read a book or have a second cup of coffee. One of the nice things about a live-aboard is that you get to choose when to dive.

Being an eager underwater photographer, I join the first wave of four divers. It is these early morning dives that offer the greatest opportunity for encountering some of the unusual pelagic creatures that cruise the wall.

We slip into the water with a muffled splash, trying to be as quiet as possible. Captain Wayne hands us our cameras and we begin an almost effortless glide down the face of the wall. The stern dive platform of the *Aggressor II* hangs above us right on the edge of the drop-off.

The wall is absolutely stunning—lush with deepwater gorgonian fans, black coral trees and giant tube sponges. It is obvious this site is seldom dived by anyone other than *Aggressor* guests. It is at the remote eastern half of the great North Wall, far from the range of any hotel based dive operation. Not even the local fishermen come this far. As I turn my head to the left I am greeted by the breathtaking sight of a majestic spotted

eagle ray soaring along the wall at 60 feet. It is a sight every diver yearns to experience. The creature is too far away for wide angle photography, so I simply hang there and enjoy the moment. Perhaps the next one I see will come closer.

I spend the next 15 minutes slowly cruising along the face of this magnificent coral wall, occasionally photographing colorful tube sponges, tiger groupers and coral formations. We cruise past vertical crevices, small caves and coral outcroppings of every shape. The underwater visibility is at least 120 feet and possibly more.

I finish the dive early, with 1,500 psi still in my tank, as I have run out of film. I want to conserve my bottom time for the rest of the day's diving. Most guests aboard the *Aggressor II* will be making three to five dives today.

I hand my camera to the crew member on the stern platform and then climb one of the twin stainless steel dive ladders. It is so easy to get on or off this dive boat. A freshwater shower just over the stern platform helps rinse the saltwater from my face and hair. Then I climb up to the main deck and strip off my dive gear. The equipment is quickly stowed in a locker and I towel myself off.

I head for the dining saloon where the crew has prepared a mid-morning snack of hot brownies and coffee. They are spoiling us rotten and we love it.

THE SECOND DIVE

The second dive at Brinkley's will be a shallow one. Captain Wayne has described an area back from the wall where a colony of small seahorses resides. This particular group has yellow and gold markings and hides among the broken staghorn in shallow water. I have a soft spot in my heart for photographing these fragile, fascinating creatures.

I have again switched lenses, this time I'm rigged for close-up photography. We cruise the 20 foot deep coral gardens for more than 30 minutes but fail to catch a glimpse of the elusive seahorses. Instead, I settle to the sandy bottom and begin to photograph several resident jawfish. These equally timid creatures live in small holes on the sand floor, popping up like miniature jack-in-the-boxes. It takes patience to photograph one.

On the way back to the *Aggressor*, Captain Wayne chances upon a small, odd looking ray that is sort of mustard in color with small black spots. It turns out to be a Caribbean electric ray, a rare member of this species. Handling the creature with care Captain Wayne shows it to several of the dive guests.

LUNCH

The second dive is over and our gear put away when we hear lunch is being served. I have just enough time to reload my cameras before heading to the dining saloon. Today there is hot homemade

pea soup, grilled hamburgers and salad. Every day the menu will be different, but always very good. During lunch, the talk turns to diving as everyone describes their personal experiences of the morning. For most, it is the first time they have seen the other guests since breakfast.

After lunch, Captain Wayne moves the *Aggressor II* to another site. This time, it will be the legendary Babylon, regarded by many as the best wall dive off Grand Cayman. The trip takes about 20 minutes.

Meanwhile, most of the guests adjourn to the sundeck; relaxing in chaise lounges and improving their suntans. Some will stay for the remainder of the af-



ternoon, listening to a stereo tape recorder, playing cards or reading a paperback.

THIRD DIVE

The third dive of the day turns out to be one of my best. The wall is indeed spectacular and the water is clear as crystal. A massive coral pillar rises parallel to the drop-off. The deep, narrow canyon between the two is filled with a flowering array of gorgonian fans and sponges. The top of the pillar begins at 40 feet and continues downward to 110 feet. At this point we encounter a pair of huge purple trumpet sponges nearly eight feet long.

Both the pillar and the vertical wall are covered in a marvelous array of black coral trees, orange elephant ear sponges and some interesting green phosphorescent sponges. At 100 feet we encounter a number of vase sponges in crimson red, Halloween orange and strawberry pink. I have seen Cayman's red sponges before, but none so brilliant or so varied in their hues. This wall is truly unique and its reputation well justified.

The dive is over much sooner than I wish. I have run out of film and after checking my dive computer I decide to surface. Multiple dives must be done with a great deal of caution.

FOURTH DIVE

After a 90 minute surface interval aboard the *Aggressor*, I am on my way back to Babylon. A short nap has recharged my batteries and I am eager to capture the beauty of this reef on film. The place is irresistible.

I stay a little more shallow on this dive but still manage to shoot some spectacular sponge formations. In between there are occasional encounters with groupers and even a moray eel. At one point, I spot a pair of eagle rays passing beneath me, but a little too deep for my dive profile. It is a marvelous late afternoon dive.

DINNER

We dine while still anchored over Babylon and it is a memorable experience. There are grilled steaks, baked potatoes and salad. It is a sumptuous feast, but I eat lightly so I will be in shape for the evening's activities.

The *Aggressor II* features an underwater camera table with three, five by five foot, carpeted levels. The vessel has a complete E-6 film processing facility, including dryers, slide mounter and projection equipment. Divers can examine their day's efforts and plan any changes in technique before the next morning's first dive.



Captain Wayne has announced earlier there will be a night dive at Babylon, personally conducted by him. He explains this area is famous for the appearance of Caribbean flashlight fish (*Kryptophanaron alfredi*). These odd creatures live at a depth of 600 feet during daylight hours, but come up to 100 feet on moonless nights. They are called flashlight fish because of the bioluminescent patches beneath their eyes. Needless to say, I am excited to join in such a hunt.

As the guests finish their dinner, Captain Wayne collects the day's exposed film and hurries off to the film lab. The *Aggressor* has a complete E-6 film processing facility, including film dryers, slide mounter and projection equipment. A man of many talents, Captain Wayne has our film processed and into the dryer before the start of the night dive.

(Continued on Page 121)



FINDERS KEEPERS

Who Owns Treasure Found In Florida Waters?

TEXT AND PHOTOGRAPHY BY ROBERT F. BURGESS

Visualize this scenario: You and your buddies get it all together and head to Florida for the lobster season. You arrive a couple days early to case the situation, maybe make a dive or two on your favorite reef to see where the bugs are hiding. You and your friends haul all your dive gear down onto the beach and start suiting up for a first dive. In the process, one of your friends kicks up a couple odd shaped pieces of metal in the sand. Heavy and black, they look like rough cut pieces of corroded scrap iron. Your friend is about to skip them across the waves when some of the corrosion flakes off and to everyone's amazement, they are recognized as pieces of eight—Span-

ish silver coins a couple centuries old—possibly worth \$200 or more.

Who owns that treasure? You, the finder, or the state of Florida?

Before answering that, let's carry the scenario a step farther. You and your buddies enter the water, swim out to the reef and begin looking for lobsters. As you peer into a dimly lit sand pocket in the reef you see something gleaming. You reach in and pull it out. It's a small plate of some kind, but it looks too new. Maybe a decorated plastic fast food plate, you think. But, on second thought, you decide to show it to your buddies.

The first friend you hold it out to stares at it. Then his eyes widen and you sud-

denly realize all those bubbles and that funny sound coming out of his regulator mean he's screaming underwater.

On the surface everyone realizes you have found a solid gold tray, probably part of the long lost and widely scattered treasure from Spanish shipwrecks. It dawns on you that such items may not be yours to keep. So, what do you do?

The two scenarios are not entirely fictional. In certain areas of Florida's east coast south of Cape Canaveral, considerably more than a few Spanish silver coins have turned up on the beaches. Old-timers strolling the coast between Wabasso and Sebastian Inlet are said to have found so many misshaped pieces of cor-



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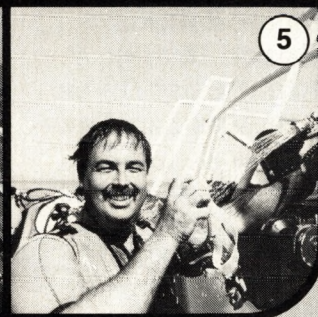
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TREASURE TROVE

roded metal there that one fellow claims to have skipped at least 2,000 of them back into the sea.

If that's true such activities promptly ceased when word leaked out that building contractor Kip Wagner was hunting such pieces of metal hot and heavy with an army surplus metal detector and that they all turned out to be sulphided silver coins from a Spanish treasure fleet that ran afoul the coast in a hurricane in 1715. Wagner later fashioned a homemade surfboard with a window in it and paddled out to find the first offshore scatterings of the shipwrecks—cannons and debris that eventually led him and his hastily formed Real Eight Company on the treasure hunt of the century.

Both Wagner and Real Eight have



passed on and others are working those offshore shipwrecks under Florida salvage contracts. What the salvors and Florida archaeologists realize, however, is the treasure from these ships has scattered far and wide along the coast. It has been salvaged by bits and pieces for some 20 years now. The location of each artifact was carefully noted when all this information was fed into a computer and it gave the searchers some interesting looking scatter patterns. At least four of them between Sebastian Inlet and just south of Fort Pierce touch the beach. One site flanks the beach for more than a mile and one-half! At one time the contracted salvors were actually using their stern mounted blower dredges to forcibly eat their way into the beach—until the EPA made them cease and desist.

All of this means beach finds are more common—and profitable—than one might suspect. Kip Wagner's nephew, Rex Stocker, was ranging close to the sand

dune one afternoon while his uncle searched the water's edge with his detector. Stocker spotted a length of golden chain in the sand, pulled it free and found its 11 foot floral designed links ended in a three inch long solid gold dragon pendant that concealed a combination toothpick, ear scoop and whistle. The find later proved to be the single most valuable artifact found from the 1715 shipwrecks. At a New York auction it then brought \$50,000. Today, its value would be at least five times that figure. Similarly, the finely struck, perfectly shaped so-called "royals" a couple youths found on a Fort Pierce Beach that later led treasure hunter Mel Fisher to the so-called Gold Wreck and a bottom he described as "carpeted with gold coins," were individually worth around \$14,000 in rare coin value in the mid 1960s. Today, such royals are valued anywhere from \$20,000 to \$40,000 apiece. Not bad for a little treasure trove.



If you discover a wreck site off Florida such as the one at left, who owns any treasure found? Opening page: A gold tray from the 1715 treasure fleet lost off Florida—worth \$23,000 at the time it was found. Above: Gold coins found by sport divers near Fort Pierce—the total worth \$230,000.

According to Webster, those two words mean, "Any treasure found hidden and not claimed by its owner." It is "discovered treasure," usually on land. And, according to the law of treasure trove, such finds belong to the finder. In other words, finders keepers. The only exception is that the land must not belong to the state or federal government.

So, how about in the ocean? That's just an extension of the same old land into ocean bottom. Treasure found there is still treasure trove, right?

Wrong.

Once that beach goes underwater it is called submerged land and all of it, from the high tide mark out to state territorial offshore limits, is state land. Everything on it, including shipwrecks and shipwreck artifacts, including treasure, belongs to the state.

So, the fellows who found the tray

(Continued on Page 105)



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ROYAL PALMS

Cayman Hospitality At Its Finest

BY STEVE LUCAS

They call it Aquarium and it is—one where the only thing resembling glass is the clarity of the water. It is a giant fish bowl and nothing in here is artificial. The bottom is covered with living corals, thousands of fish, a queen and a prince.

She must have very good ears, or maybe she just stays down there with her eyes lifted toward that mooring buoy. Whatever her device, Elizabeth always knows when divers are in her dominion. Before the bubbles can clear from your giant stride she will be suspended halfway between surface and bottom, one eye cocked in your direction. Two feet of Nassau grouper that flashes from red to brown and back to almost white in the flash of a lash, she is the monarch of her reef. And no one, absolutely no one, gets in her way. Not even Prince Charles—Charlie for short. At about half her bulk, he and Elizabeth are the Aquarium's center attractions among a regal throng of voracious yellow-suited squires. The Cayman piranhas, as these yellow-tailed cavaliers have come to be known, attack any morsel offered with an audible "snap, snap." If you are bold enough to extend an unprotected hand they probably will mistake a finger for finger food.

Only minutes via any of Don Foster's fast boats from his Royal Palms Hotel operations base, Elizabeth and Charlie's home, plus dozens more famous Cayman dive sites, are the places Don's boats go every day.

The Royal Palms is the kind of place in which you would love to set up housekeeping for a lot longer than your planned visit. Its pool and bar sit directly on Seven Mile Beach. And,

the guys and gals that take care of getting you out to see Elizabeth and Charlie are as friendly as you can find anywhere.

Don Foster isn't bad either. "He's the world's nicest guy," bubbles Allen Bloomrosen, dive operations manager. Everyone on the staff likes Foster so much they even spend their free time hanging out with him or practicing their zany, offbeat calypso and rock tunes as a part of the company employee band, Under Pressure. If you listen to them long enough you'll quickly get the impression that Don and Jil are the perfect bosses. Jil? Oh, she's the lady you'll probably be least likely to see on a day to day basis, but she is unquestionably the planning force in the office. You can't help knowing she's been around, however. For instance, when you walk through the Royal Palms lobby on the way to the dive shop, you could walk out the front, down the steps, take a right up the steps and go in the shop's front door. Or, as you will quickly learn, you can take a shortcut through Ocean Designs II. It is a cute little

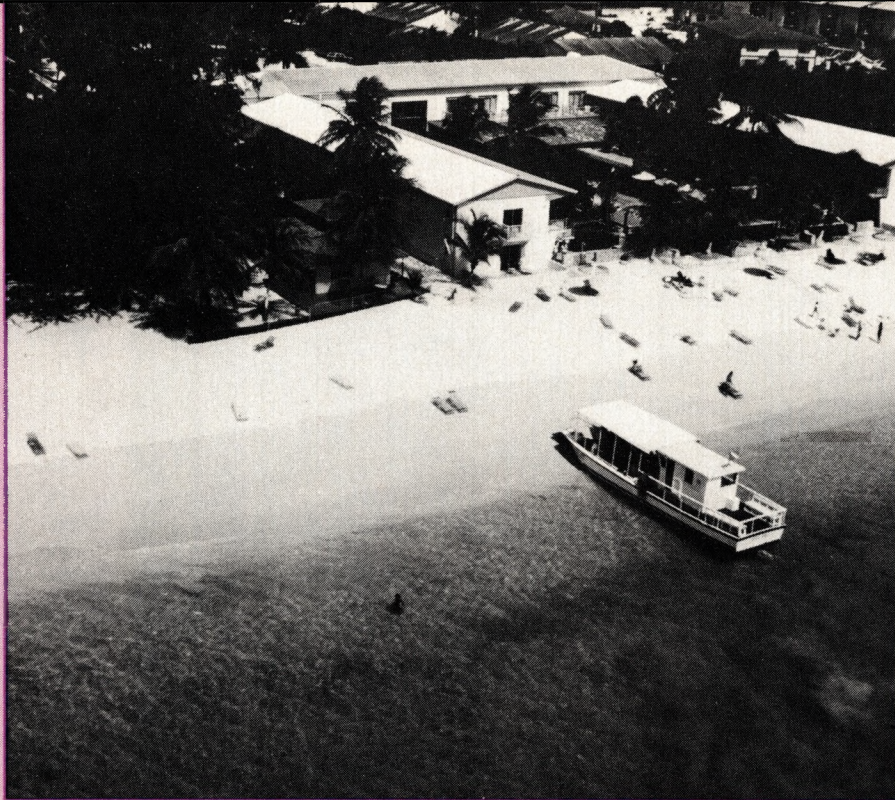
The Royal Palms is the kind of place in which you would love to set up housekeeping for a lot longer than your planned visit. Its pool and bar sit directly on Seven Mile Beach. Don Foster's custom built flattop dive boats pull up on the beach, drop a ladder and take you aboard for a short trip to one of several famed Cayman dive sites. On the way the crew sets up your dive gear. Right: Janice Lucas and Allen Bloomrosen examine colorful marine life at Ghost Mountain—a coral spire that rises from deep water on the North Wall to within 90 feet of the surface.

photos/Geri Murphy

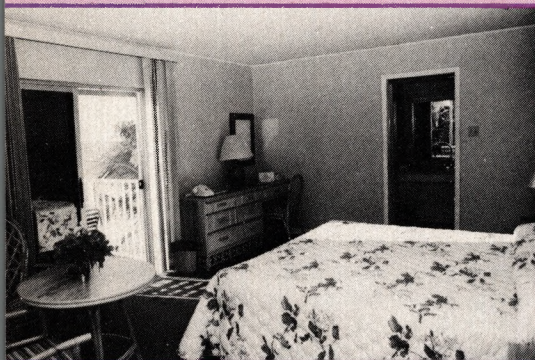
photo/Steve Lucas



photo/Steve Lucas



Above left: Don and Jil Foster have created a perfectly synchronized dive vacation with the Royal Palms Hotel—from a comfortable, well appointed room, to a pool and beach facilities, to dive boat pickups and drop-offs right on shore.



boutique with all sorts of colorful bikinis, coverups, T-shirts, island jewelry and other little things you or your friend just must try on while in Grand Cayman. Jil owns it. And, if you don't see exactly what you want here, someone will point out that Ocean Designs I, just down the street in the Cayman Falls Shopping Plaza, has a lot bigger selection.

Diving from the Royal Palms has been reduced to a science by Don, Jil, Allen and the crew. If you can manage to get your regulator and BC from your room to the beach you've got it made. One of Don's fleet of personally designed and custom-built flattop boats will pull right up on the sand, drop a ladder and take you aboard. The newest and largest is 54 feet long, while the other boats are each 52 feet in length but carry only 22 passengers. A smaller flattop is available for private groups with a minimum of 10 persons. In addition, Don has a beautiful Chris Craft yacht, the *Wavemaker*, which is available for nondiving cruise charters.

Plans are currently underway to bring a unique 47 foot vessel, the *Sub Sea Explorer*, to the island soon. Described as "the next best thing past a glassbottom boat," it allows 27 passengers to ride three feet below the water line, experiencing a sensation similar to that of being in a submarine.

If, for some unexplained reason, you

decide to stay somewhere besides the Royal Palms, but still want to dive with Don and Jil, they have you covered as well. In most cases one of their boat captains will simply pull up on your beach to pick you up. Or, if that's not convenient,

"...it's a lot more fun to let someone else do the work while you enjoy the ride...."


the Fosters will send their air-conditioned bus to retrieve you.

On the way to each dive site you will find a very pleasant and maybe new experience; the crew sets up your gear—unless, of course, you just have to do it yourself. But why bother, it's a lot more fun to let someone else do the work while you enjoy the ride out to Eagle's Nest, Sand Chute, Trinity Caves or some other exotic place. After the first dive, which is almost always a relatively deep wall dive, you will likely be taken in to one of the famous Cayman wrecks, the *Oro Verde* or *Balboa*, or one of the better shallow reefs such as Aquarium, where you can meet Elizabeth and Charlie.

Then, when you get back to the beach with your film you can make a beeline for Don's Photo Centre to get your Fuji-

chrome or Ektachrome film processed. With a fully equipped photo instruction/rental center, resident pro Brad Graham can help you make sure your exposures are correct, give you tips on lighting, arrange to do a video of one of your dives, rent you an underwater video camera, Nikonos, or other, simpler camera unit, or take you through a complete underwater photo course.

U.S. reservations for Don Foster's Dive Grand Cayman and Royal Palms are made through Scuba Tours, Inc. A long established, full service travel company, they are well acquainted with Grand Cayman and the entire Foster operation. With a single toll free call you will be able to book your reservations on Cayman Airways along with your hotel and diving. They can also arrange group travel packages. Call them at (800) 526-1394, or if you live in New Jersey, (201) 256-9115. If you prefer to talk to the main office in Grand Cayman you can reach it at (809) 949-7025. Written requests can be sent to Don Foster's Dive Grand Cayman, Ltd., P.O. Box 151, Grand Cayman, BWI.

When you dive with Don and his crew you will find yourself being treated quite royally. But then, that's nothing that shouldn't be expected. After all, you're staying at the Royal Palms and diving with a queen and a prince. Say hello to Elizabeth for me, will you? 

TREASURE TROVE

(Continued from Page 101)

found something that actually was part of Florida's historical heritage and not something they could keep. Possession of such items make one subject to arrest and other distasteful legal undertakings.

So, what do you do if you happen to be one of the "fortunate" divers out looking for lobsters or just finning along the bottom minding your own business when you find treasure?

Let's jump back to our scenario again. The part about the divers finding the tray is true. Casing the reef for lobsters, Alex Kuze startled his buddies, Jim Ryan and



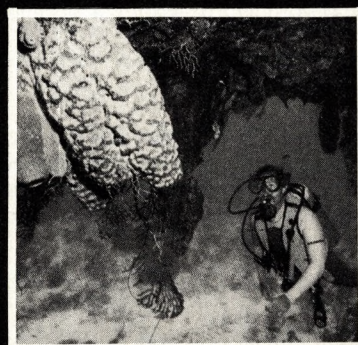
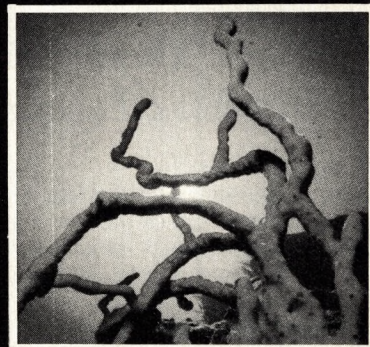
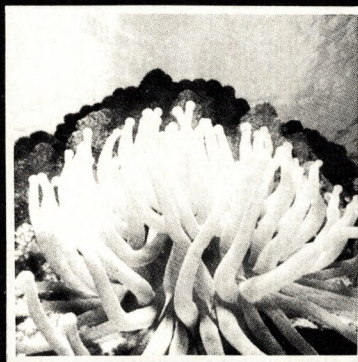
Randy Lathrop, with his find of a 5 x 8 inch, low pedestalled, solid gold tray, shaped like the petals of a sunflower. As you might suspect, they jammed it into a wetsuit, headed for shore and celebrated their good fortune.

Realizing they had something that didn't belong to them, found in an area probably already under contract to a salvor working for the state, they considered all the options open to them. Should they hide it? Should they sell it surreptitiously? Should they leave the country with it? Or, should they report it to the authorities?

After considering all the options and possible consequences, the trio contacted a lawyer and he, in turn, made the find known to the state of Florida. Normally, one might suspect that would be the end of it. The state would snap up the tray and since the boys reported their find, they would be spared any legal action. Maybe this is the kind of treatment they would have received in the past, but not today—and, not even in 1978, when this incident took place. But, that year probably marked the major transition in which both Florida's attitude and some of its less flexible personnel were changing. Consequently, the lucky trio was to reap some of the benefits of Florida's increasing willingness to work with, rather than against, sport divers in these areas.

Rather than confiscate the tray as it legally had the right to do, Florida offered to reward the finders by giving them 50

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TREASURE TROVE

percent of its value. It was appraised at \$23,000. Since Florida has no ready cash for such purchases, the divers agreed to accept from the state five gold eight escudo coins dated 1713, with a total rare coin value then of \$12,500. The coins were part of Florida's earlier division with contract salvors.

Today, the so-called glove tray is displayed at the Museum of Florida History in Tallahassee, where the public may see this remarkable example of early 18th century colonial craftsmanship as opposed to having it disappear into the obscurity of someone's private collection. Meanwhile, those who found it—divers Ryan, Lathrop and Kuze—each share in the ownership of rare gold coins that will continue to increase in value.

If critics feel Florida's response in this case was quite unique, they are wrong. Sport divers in the past have similarly prospered from reporting finds. In 1963, when everyone's attention was focused on Kip Wagner's great Florida treasure find, few people heard about what happened to a couple of Florida sport divers out looking for lobsters. The incident occurred near Fort Pierce, but this time no Spanish treasure was involved.

Albert Ashley and James Gordy were searching for lobsters in the same reef that produced the gold tray several miles to the north, when they suddenly found gold coins scattered over the rocks.

Eyes popping, they snatched up a handful and surfaced. Rather than Spanish gold, they clutched \$20 American gold pieces dated from the 1850s.

The coins were found on state submerged land and legally belonged to Florida. James Gordy's father contacted state authorities about his son's find and in due course Florida issued the Gordys a lease to salvage the coins. The boys recovered 3,182 gold coins with a rare coin value then of \$230,000. In accordance with their contract, they kept 75 percent of the find and Florida received 25 percent, a portion of which was soon on museum display.

Curious as to how the coins happened to be where they were found, then state underwater archaeologist, Carl J. Clausen, began contacting historians. One clue led to another until he learned that during the Third Seminole Indian War, army paymaster Major Jeremiah Dashiell was bringing a \$23,000 gold payroll to the troops garrisoning Fort Capron near present day Fort Pierce. As his longboat approached the inlet opposite the fort, the surf capsized it. The payroll went to the bottom where strong currents and quicksand prevented its recovery.

There it lay for the next 106 years in 12 feet of water until the inlet sanded closed. In all that time, no one looked down and saw those coins until the day Gordy and

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GROUP RATES

Ashley found them instead of lobsters. Today, just one of those 3,000 gold coins—a \$20 gold piece from the 1850s—lists in Coin World Magazine at the rare coin value of \$900!

For obvious reasons, all such accidental finds have been little publicized. Even when Spyglass Publications of Chatahoochee, Florida recently published three combined nautical charts that not only gave compass ranges to more than 50 historical shipwreck sites along Florida's southeast coast, but detailed for the first time ever the computerized scatter patterns of treasure from the 1715 fleet, no one even blinked—mostly because serious coinshooters armed with top-of-the-line submersible metal detectors already knew the hot spots. After winter storms scour Florida's east coast, certain beaches between Sebastian and Fort Pierce are packed with artifact hunters even before the seas subside. How lucky they are is anyone's guess, but many a sulphided silver coin has been uncovered along with other intriguing artifacts. Two years ago sport diver Ron Hampton's detector sang an electronic song opposite a 1715 site known as Corrigan's Wreck. Six inches under the sand, Hampton dug up a one inch long solid gold locket with a Spanish inscription on its back and a glass window on its front. Inside stood a tiny statue of a Spanish saint. The reliquary is valued at \$10,000.

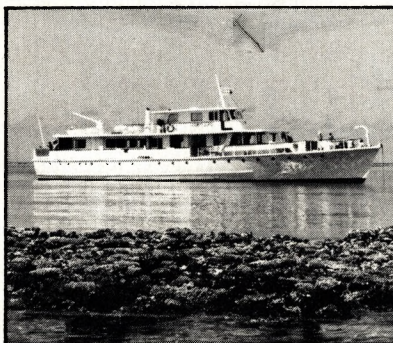
Up the beach near the sand dunes, Hampton's buddy's detector homed in on a small, emerald studded gold crucifix. Other hunters were seen hauling off an iron cannon in a wheelbarrow! All such things are considered treasure trove and finders keepers. Sooner or later, you the sport diver may accidentally find a valuable artifact along this coast. If the artifact is found on state submerged land, how will Florida authorities react?

Well, for one thing, if you are out there doing freelance treasure hunting without a salvage permit, you are subject to arrest. Otherwise, "It is not state policy, nor has it been the practice of the agency, to confiscate material accidentally found on state lands or to prosecute the finder," says James J. Miller, chief of the Bureau of Archaeological Research at Florida's Division of Archives and History, the department controlling and regulating Florida's treasure salvage program. "Rather, we are interested in learning about historically important finds and would hope to discuss with the finders ways the state may acquire or exhibit important artifacts [such as] ships' rigging or structure, tools, weapons, coins and oriental or Spanish pottery . . . This policy is not intended in any way to encourage recovery of archaeological material from shipwrecks or other sites," stresses Miller. "Divers who do find artifacts they believe are significant should telephone the Bureau of Archaeological Research in Tallahassee at (904) 487-2333."

Sounds pretty fair to me!

Queensland

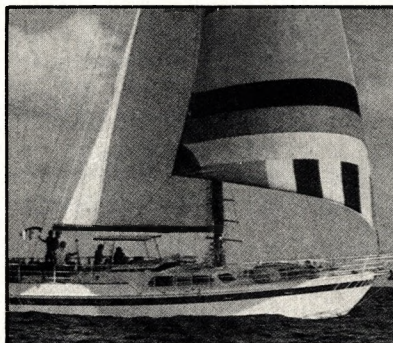
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ADMIRALTY SALVAGE LAWS

What's Yours Might
Really Be Theirs



BY HOWARD B. TOWER, JR.

Everyone who searches our nation's waterways for historic wrecks has read or heard something about Admiralty Salvage Laws, but few people have a real understanding of their original intent or how they are sometimes being used to nullify poorly written state antiquities laws. There is also a widespread belief that Admiralty Law, modified to include archaeological guidelines, should be the sole means through which a salvor claims an historic wreck.

Let's examine this unique body of law. Admiralty Salvage Laws go back to the beginning of our nation. Basically, they reward individuals who rescue ships and property from the peril of the sea. In fact, Admiralty Law guarantees a monetary reward to anyone who finds and salvages property from the peril of the sea and returns it to the owner. That's a big difference from laws governing property left or abandoned on land where you are not guaranteed anything.

Admiralty Law is predicated on the following principles: That the property in question is lost or abandoned, the owner cannot be found and said property is in peril of the sea. These points are very straightforward when dealing with modern property or wrecks lost during the last 50 years.

A ship is driven onto a reef or breaks her back during a storm. The crew abandons it. You stumble onto the vessel and salvage the cargo and other valuables. Later at port, the owner is found and you are paid for your effort. Or, the owner is not interested in the property, in which case it is yours. In some cases you may have to make your claim in Admiralty Court if the owner cannot be found. Then a judge will declare you the rightful owner of said property. Modern vessels that sink are covered by the same laws and nobody will dispute your right to salvage a World War II wreck.

In a series of historic court decisions, Cobb Coin, a company headed by Mel Fisher, won the right to salvage a galleon in Florida waters even though the state government refused to grant permission to excavate it. Cobb Coin used Admiralty Salvage Law to win its case and the State

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Antiquities Law was shattered. The final verdict was rendered August 31, 1982.

Cobb Coin's success has precipitated a rash of similar suits from Florida to Massachusetts. Some have been successful and some not. What was the basis for Cobb Coin's victory? Obviously, there was little difficulty in proving the wreck was abandoned and the owner(s) could not be found. The battle occurred over the issue of peril by the sea. Cobb Coin proved the wreck was in a "high energy zone." Meaning that wave and tidal action continually exposed the vestiges of ship to the elements and the cultural material associated with the site was slowly disintegrating.

The judge agreed the wreck was indeed in peril of the sea but declared it should be excavated along archaeological guidelines because of its historic nature. Also, a percentage of antiquities were designated for the state in the interest of the public.

The central issue at stake when a salvor claims an historic vessel is peril of the sea, and this is not easy to prove concerning ancient shipwrecks. Here is why: When a ship sinks, the forces of nature quickly go to work. Timbers rot and weaken. The hull collapses and associated cultural material becomes entombed as sand and mud settle in and around the wreck. After a century, many wrecks are encased under layers of sand/coral or mud. Once this has occurred, the vessel and its artifacts are virtually preserved and protected from the ravages of the sea. The big question is this. Does the wave and storm action of the sea uncover the wreck from time to time and cause further destruction of that site? Cobb Coin demonstrated by calculations the wave action was disintegrating the site.

However, other cases in Florida, Texas and Massachusetts were decided in favor of the states because evidence presented showed the vessels in question to be embedded in the seafloor and not in peril of the sea. In one case concerning a wreck near Key Biscayne, Florida, the judge ruled the salvors placed the site in peril of the sea by not using archaeological principles to work on it prior to filing a salvage claim under Admiralty Law.

Another interesting point concerning this same wreck was the archaeological survey conducted by the National Park Service near Key Biscayne in 1975. This survey, which was an in-depth research of the region's history, indicated a high probability of at least one 18th century vessel lost in the area. The judge ruled the Park Service had, in fact, found the wreck even though they were not the first to actually dive the site. Also, when a wreck is buried or embedded in the seafloor, courts have ruled the owner of the submerged land owns the wreck. This follows the legal principle established on land where the owner of a parcel of ground also owns any treasure that's buried there. (Continued on Page 122)

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HARRY KEITZ'S AMERICAN DIVING HEADQUARTERS

Satisfaction Guaranteed In The Florida Keys

TEXT AND PHOTOGRAPHY BY GREG JOHNSTON

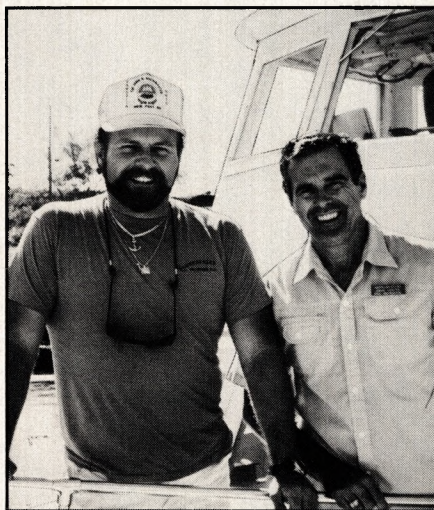
Since the early 1960s Harry Keitz's American Diving Headquarters in Key Largo has been a familiar name to those visiting the Florida Keys. It's one of the oldest established dive shops in the Keys, and according to operations manager Dave Houts, the success of American Diving is a result of its commitment to diver satisfaction. If for any reason bad weather, poor visibility or reef conditions make your visit anything less than enjoyable, you will receive a refund. Harry's concern for pleasing every one of his charter passengers is evident by his promotional brochure. In bold letters it clearly states; "All charters are guaranteed—or your money back!"

The diving activities center around an attractive looking dive shop styled in natural coral rock and decorated with a nautical theme. American Diving Headquarters is a busy center for scuba and snorkeling charters and yet it is more than just another scuba facility. In addition to scuba sales and service, the complete pro shop has one of the largest selections of beach and sunwear, T-shirts and casual island attire.

From the first time you enter the shop, the very professional and experienced dive staff makes you feel welcome. The more than ten instructors and crew are busy with everything from private and full certification courses to student referral checkouts. American Diving can also arrange for its guests to snorkel with a group of friendly dolphins.

A short drive from the dive shop is the marina, where you will find plenty of parking and American Diving's three fast boats. There is a two tank dive trip that departs at 8:30 am and another that departs at 1:00 pm. Night dives are regularly scheduled and the special seasonal scuba package is a three tank relaxation trip with plenty of time to explore reefs and wrecks few divers ever get to see.

From the dock, you will board either the 38 foot *American Diving I*, the 52 foot *Port Jeff Ace*, or the 42 foot *American Dream*. All three boats have extra room for storing gear and dry areas for cam-



Operations managers Ken Hardy and Dave Houts. American Diving Headquarters' staff is experienced and professional.

eras. There is drinking water on board and iced coolers for soft drinks, as well as spacious deck space for sunbathing.

Once on board, you will find the crew pleasant and helpful. They will know sea conditions and dive site names, as well as what to expect underwater. Because American Diving is centrally located in Pennekamp Park the dive boats are not restricted to any particular reef sites. The boat skippers often run to many of the more popular reef sites and special dive site requests are welcomed.

The 30 minute boat rides to the reefs are quite relaxing and enjoyable. The divemaster will give you a ten minute warning as you approach the first site. Once the boat is safely moored, sit on the boat transom and place your mask and fins on, then simply point out your tank to the divemaster. He/she will help you buckle on your BC; then you just step off the dive platform.

When returning after your dive, the divemaster will help you remove your tank and BC and then change your gear for the next dive while you relax on the sundeck. Harry calls this customer ser-


vice, I call it easy diving.

The fish population of Pennekamp always amazes me. Nurtured by the warm Gulf Stream, Pennekamp Park is a fish photographer's haven. Angelfish dart playfully about lavender seafans, while walls of grunts, yellowtails and goatfish move in unison.

At the southern end of the park is Molasses Reef with its fantastic fish populations. French Reef is a challenge to the underwater photographer because of its many swim-through caves, literally filled with millions of copper sweepers. Hop-skippping along the park you will discover the fish filled remains of the *Benwood*, Elbow Reef with its many historical wrecks, and the extensive concentrations of elk-horn at Carysfort Reef.

Pennekamp's Christ of the Abyss statue is home to a four and one-half foot barracuda named Smokey. He is not as menacing as he may seem; divers have been handfeeding him for several years. As a result, Smokey has grown accustomed to divers and it is not unusual for divers to find themselves face to face with the big fish. At the wreck of the *City of Washington*, you will find Melba, the four foot green moray eel. Melba is another reef creature that has been handfed by visiting divers.

The friendly and professional staff of American Diving Headquarters has made convenient diving even easier with its three and five day scuba packages. Special accommodation packages are arranged with the luxury Anchorage Resort and Yacht Club or Kelly's Motel. For the nondiving spouse or friends, the Anchorage Resort offers a fine restaurant, freshwater pool, heated spa, tennis courts, windsurfing and sailing.

My only complaint about American Diving Headquarters is that with so much pampering, I could easily become spoiled. For more information contact Harry Keitz's American Diving Headquarters, Route 1, P.O. Box 1250, Key Largo, FL 33037; (305) 451-0037 or 451-0039—toll free (800) 634-8464 or in Florida (800) 322-DIVE. 



Harry Keitz's American Diving Headquarters is one of the oldest established dive shops in the Florida Keys and has a history of diver satisfaction. Now it offers guaranteed dive charters. Top: *City of Washington* wreck. Above: the *American Diving I* offers plenty of room for gear storage. Top right: American Diving Headquarters. Lower right: The Anchorage Resort and Yacht Club.





Bonito Island Resort

Philippine Hideaway

TEXT AND PHOTOGRAPHY BY ROD AND KATHY CANHAM

Diving the Philippine islands can be approached in a number of different ways. One is aboard a live-aboard boat, another at a land based resort and a third is a combination of the two.

On the land-bound leg of a combination package, we recently had the opportunity to sample the pleasures of a resort called Bonito.

We boarded a comfortable, air-conditioned bus for a 90 minute ride through the Filipino countryside from Manila to Batangas. Later, a one hour plus sail took us to Jun and Ginny Marcelo's private resort. Though small (13.5 acres), Bonito is a jungle island, densely covered with lush, tropical foliage.

The resort complex is cut out of the

northwest corner of the island. Forty yards from the water's edge, the main building is comprised of a dining room/bar and five suites. Constructed of thatched nipa and bamboo, each room sleeps two to three guests and is smartly decorated with a touch of the sea. Mosquito netting is provided and bug repellent is recommended. Electricity is 220



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volt 60 cycle from an on-island generator. Though transformers are available, dry cell battery operated strobes and lights are also recommended.

Dive gear is kept at an open staging area a short walk from the beach. Dive-master Nonie Fernando and his staff are constantly on hand to provide tanks, assemble rigs and rinse off all gear after each dive. Transportation to the sites is provided by either four person outboard boats or a 10 person open-bottom barge that is towed to the area. On the latter, divers have a problem-free entry and exit through the center of the craft.

Of the 15 sites offered, the most unusual is Hot Springs. Heated by volcanic activity, the main spring lies at 60 feet. Skirted by sea anemones, Robin Hood coral and a 10 foot pink gorgonian, sulphur percolates through the loose granular bottom. The gravel is warm to the touch, providing a hot tub effect in the normal 78°F water. It is mid-channel between Mindoro island and Batangas and visibility averages around 50 feet. Strong currents are common. Dive guides loosely supervise the activities and plan most evolutions around slack periods.

Between dives, visitors can hike the stone walkway, circumnavigating this island in 20 minutes. At 11:00 am daily, 10-14 blacktipped reef sharks congregate at the water's edge of the south shore to feed and body surf on the one foot high breakers. Another walkway traverses the



On a tiny jungle island in the Philippines, Bonito Island Resort offers total tropical ambiance, with buildings constructed of thatch and bamboo and decorated with a touch of the sea. Above: Jun and Ginny Marcelo.



crest of the island, providing an elevated view of the sun setting on the bay waters of the Verde Island passageway.

One of the strongest assets for Bonito Resort is the night diving. Once geared up, it is a short walk to the beach. A few yards offshore the action begins. Burgundy and white seapens rise from the sand in six feet of water. At 15 feet, divers arrive at Beginner's Boulders, where anyone would be hard pressed to inventory the multitude of marine life. Pipefish, blue-spotted stingrays and flying gurnards cruise the sandy bottom. It is a perfect area for macro and close-up photog-

raphy. Tiger cowries, anemone crabs and pufferfish are a small selection of the offerings and film is exhausted long before air at such shallow depths. If a diver wishes, cameras can be reloaded and it is off to Maras Rocks for a new menu of diving delicacies.

For more information on Bonito Island Resort contact Art Travers at Poseidon Ventures Tours, 359 San Miguel Drive, Newport Beach, CA 92660; (800) 854-9334, (714) 644-5344. You may also contact Michele Harrison at 505 N. Belt, Suite 675, Houston, TX 77060; (713) 820-DIVE. 🐠

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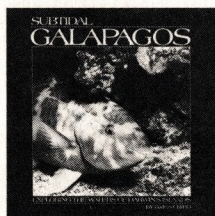
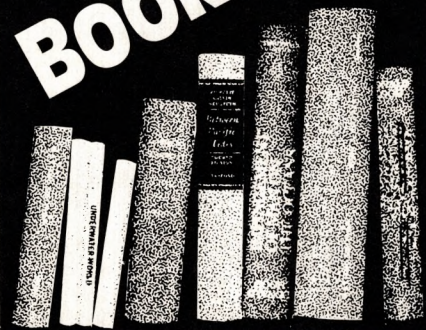
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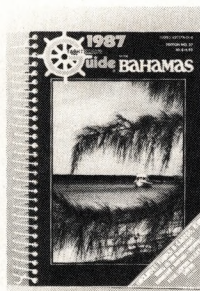
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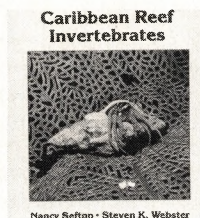
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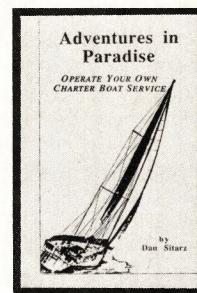
Subtidal Galapagos—By James Cribb, this book contains large color photos of the unique animals found off the Galapagos as well as the author's descriptions of encounters with them. \$29.95 plus \$1.75. Camden House Publishing, 6210 Ferry Road, Charlotte, VT 05445.



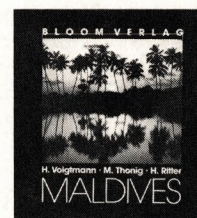
1987 Yachtsman's Guide to the Bahamas—This guide includes a wealth of boating information for this area including maps, radio frequencies, site/facility descriptions, nightlife, historical notes and more. \$14.95. Tropic Isle Pub., P.O. Box 610935, N. Miami, Florida 33161.



Caribbean Reef Invertebrates—By Nancy Sefton and Steven Webster, this book includes excellent color photos of the invertebrates of this area plus identification and natural history notes. \$19.95. Sea Challengers, 4 Somerset Rise, Skyline Forest, Monterey, CA 93940.



Adventures in Paradise—By Dan Sitarz, this book explains how to operate a charter boat service. Topics include personal qualifications, regulations, licensing, financing, charter rates, advertising and more. \$12.95. Nova Pub., P.O. Box 101-AA, Wheaton, IL 60189-0101.



Maldives—By H. Voightmann, M. Thonig and H. Ritter, this book contains brilliant color photos of the marine animals, island flora and people of these exotic islands. (In German and English.) \$50. Bloom-Verlag, Rothenburger Str. 132, D-8500 Nurnberg 70, West Germany.

2ND ANNUAL NATIONAL MARINE SANCTUARIES UNDERWATER PHOTO CONTEST



May 1, 1987-June 30, 1987

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First Place: Nikonos V Camera

Second Place: Chronosport Dive Watch

Third Place: Underwater Kinetics Dive Light

Honorable Mention: Wenoka Sea Style Dive Knife

To promote reef awareness and visitor understanding of the reef system, the National Marine Sanctuaries of Key Largo and Looe Key are conducting the 2nd Annual Underwater Photo Contest. Divers are encouraged to photograph the beautiful reefs within the boundaries of the sanctuaries

between May 1 and June 30. All Sanctuary regulations must be observed. Entry forms must be obtained from either Sanctuary in advance.

Sponsored by: The Marine Bank of Monroe County, Nikon, Inc., Chronosport, Underwater Kinetics, Wenoka Sea Style Knives.

For additional information and entry forms contact: Key Largo National Marine Sanctuary, P.O. Box 1083, Key Largo, FL 33037, or Looe Key Marine Sanctuary, Rt. 1, Box 782, Big Pine Key, FL 33043

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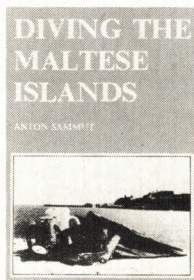
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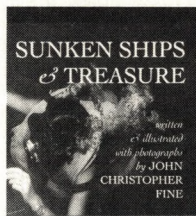
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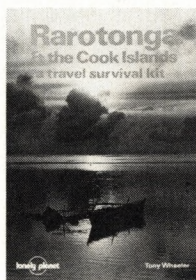
Northwest Shore Dives—Including black and white photos, marine life drawings and maps, this book by Steve Fischaller offers detailed information for the many dive sites in Washington state. \$12.95 plus \$1.50. Bio-Marine Images, P.O. Box 37, Edmonds, WA 98020.



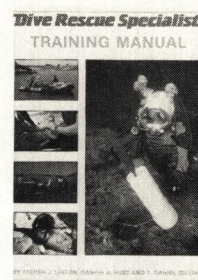
Diving the Maltese Islands—By Anton Sammut, this book discusses marine life and includes detailed descriptions and maps of the many dive sites found in this area. £4.95 plus £1.21 postage and handling. Sea Publications, P.O. Box 247, Chester, Cheshire, CH1 1AH, England.



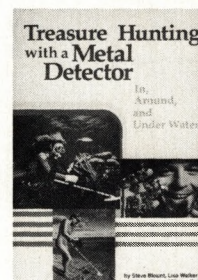
Sunken Ships & Treasure—Written by John Fine, this book discusses the recovery of artifacts and treasure from several notable wrecks around the world, plus advice on how to search for wrecks and artifacts. \$16.95. Atheneum, 115 Fifth Avenue, New York, NY 10003.



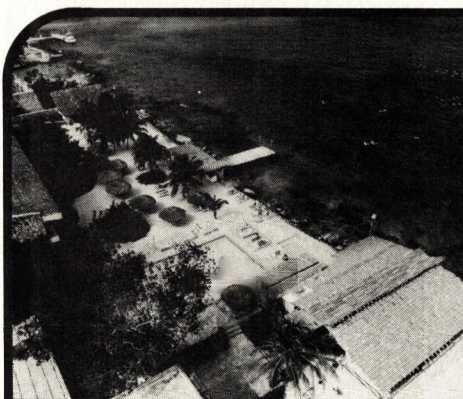
Rarotonga & the Cook Islands—This travel survival kit by Tony Wheeler covers historical and tourist facts, travel, sightseeing, accommodations and more. Photos, maps and illustrations. \$7.95. Lonely Planet Publications, 1555D Park Avenue, Emeryville, California 94608.



Dive Rescue Specialist Training Manual—This manual discusses rescue of drowning victims as well as search techniques from interviewing witnesses to finding evidence underwater. \$14.95. Dive Rescue Incorporated, 2619 Canton Court, Fort Collins, CO 80525-4497.



Treasure Hunting with a Metal Detector—By Steve Blount and Lisa Walker, this book discusses treasure hunting equipment, search locations and techniques. Many black and white and color photos. \$9.95. Pisces Books, One School Street, Glen Cove, NY 11542.



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Galapago Inn

In many ways, Cozumel's Galapago Inn is a model dive resort. The fantastic reefs have made this area one of the most popular dive destinations in the Caribbean. Accessibility is no problem; direct flights originate in Chicago, Atlanta, Dallas, Houston and Miami. The tropical climate makes Cozumel as pleasant on land as it is beautiful underwater. The Galapago Inn's design capitalizes on the island's natural advantages while creating an easy and friendly environment for vacationing divers.

Part of the secret of the Galapago Inn is in its layout. The architect combined the essence of old Spanish style with personal insights gained from her dive travel experience. The result is an intimate 34 room hotel, whose central courtyard contains the restaurant, gift shop, bars and full service dive shop, all facing the blue water. In the morning, guests saunter down from breakfast to the waiting dive fleet; in the late afternoon the last golden rays of sunshine warm the hammocks. Thatch huts offer shade on the beach and sun umbrellas dot the beautiful courtyard. Two fountains on the patio and a third by the pool flow continuously.

Across the blue tile bottom of the freshwater swimming pool three mosaic sea turtles, complete with shadows, appear frozen in mid-stroke. The colorful Mexican tile is not limited to the exterior arches and floors—guest bathrooms are fully tiled. Wood and leather furniture accent the balconies. Although every room

Cozumel's Model Dive Resort

TEXT AND PHOTOGRAPHY
BY MARK M. LAWRENCE

has air-conditioning, most also have ceiling fans and each has a refrigerator. The large, open shelves and closets easily accommodate divers' gear bags and lots of hanging clothes.

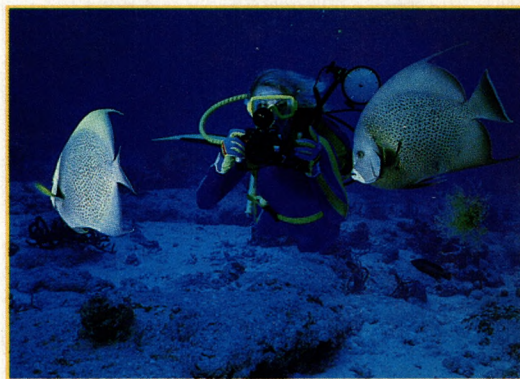
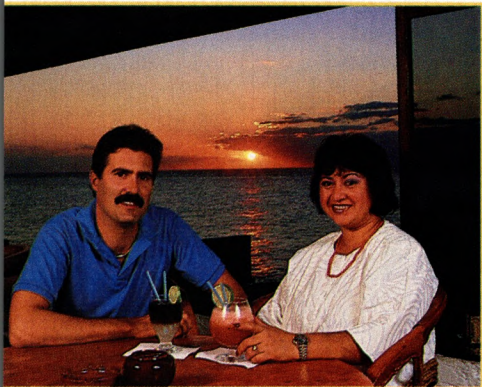
The white two story building in the courtyard is the activity center. Upstairs, the Fat Grouper Restaurant overlooks the water. During the day, the staff raises the glass panels that line the sides of the dining area to let refreshing sea breezes in; if the gentle winds die down, the staff can switch to air-conditioning. Sunset viewing is spectacular and so is the food. Cooks turn out true Mexican and Mayan feasts. Dinner may begin with lima bean soup, salad or avocado stuffed with shrimp. Entrées include seafood creole, grouper Veracruz, shrimp St. Jacques or almond chicken. Steak marinara and pepper steak tempt meat lovers' palates. Did you save room for dessert? How about coconut cake or baked banana with cinnamon cream sauce? After dinner, many guests gather at the upstairs bar to socialize and watch the glow of lights on the mainland.

Each morning, below the Fat Grouper

Restaurant, the Scuba Cozumel Dive Shop opens its doors. Unlike most other resorts, the Galapago Inn maintains its own full service dive operation on the hotel grounds. With its two Worthington compressors and supply of more than 200 aluminum tanks, the shop can deliver a full cylinder of air at any time. If you wish to go for a midnight dip, the staff will make arrangements to get you a tank. The rental inventory includes everything from fins to underwater cameras. Qualified staff members can repair most regulators. Should you have a problem during a day trip, the crew will gladly loan you a spare regulator until you can get back to the dive shop.

An enormous alcove behind the dive shop serves as the guest storage area. Cement rinse tanks line the walls. You can always find room on the two-tiered drying racks for your wetsuit and BC. More rinse baths stand in front of the dive shop. A few steps beyond these freshwater dip tanks is the dock. On the far side, the inn's boats pick up guests and on the shore side, a sheltered stairway leads to a protected entrance for swimmers, which opens to the west. Offshore, among the shallow coral heads and well placed artificial reef, Galapago Reef makes for a fun beach or night dive.

Not counting the speedy runabouts, the Galapago Inn operates five dive vessels. Four are 33 foot single screw diesels and the fifth is a 36 foot flattop. Although the boats can handle 15 or 16 div-



Opening page: The Galapago Inn combines old Spanish architecture with traveler convenience. Clockwise from left: Dive boats return to the Galapago Inn dock; managing partners Tim and Patti Massimino; a nap on a Galapago Inn balcony; Palancar Caves; Eleanor Klein photographs gray angels at Paradise Reef.

ers, the vessels usually only carry a maximum of 12. As you might expect, each boat has a licensed captain, certified divemaster and deckhand. Safety items include VHF radios and oxygen units.

After the dives, visitors usually make a beeline for large, yellow coolers of lemonade. If guests wish to bring these beverages on board, ice chests will be loaded also. Overall, the dive boats are roomy and quick. Guests utilize the brief 45 minute ride to the dive sites to go over their equipment, relax and soak up lots of sun on the sundecks. Crew members, like the hotel staff members, are always

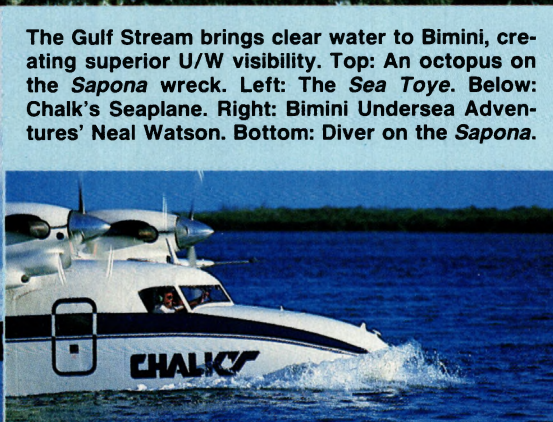
ready to lend a hand.

The Galapago's instructional menu offers certification courses in underwater photography, equipment repair and search and recovery, as well as night and deep diving. There are a number of introduction to scuba and referral programs. Mark Hinds and Jennifer Babiak traveled from Anchorage, Alaska to do their check-out dives. The two enjoyed the Galapago Inn so much they continued on to earn their advanced certifications. With the hotel's well appointed classroom and on-site E-6 film processing, the Galapago Inn is a complete training facility.

Divers can choose either seven, five or three night packages. All come with three full meals per day, weightbelt, tank, daily two tank boat trips and unlimited beach diving. As the peso sets new record low values against the U.S. dollar, this trip becomes even more attractive; the dollar buys more in Cozumel. True to the inn's tradition of catering to individual needs, the hotel lets guests on five or seven night packages schedule their own day off from diving. The Galapago staff can arrange deepsea fishing charters, island tours or visits to such famous mainland

(Continued on Page 120)

BIMINI UNDERSEA ADVENTURES

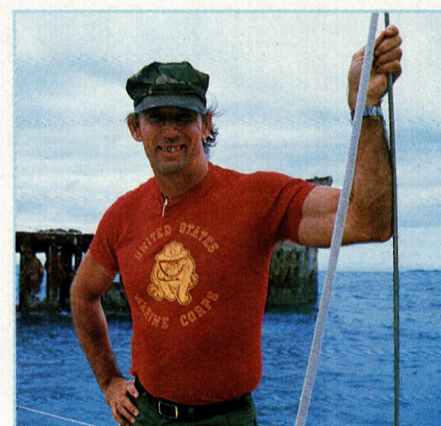


The Gulf Stream brings clear water to Bimini, creating superior U/W visibility. Top: An octopus on the *Sapona* wreck. Left: The *Sea Toye*. Below: Chalk's Seaplane. Right: Bimini Undersea Adventures' Neal Watson. Bottom: Diver on the *Sapona*.



Neal Watson, the entrepreneur known for his quality dive operations on Bimini, Chub Cay and Andros in the Bahamas has a theory about dive travel. He contends there is a resort or live-aboard boat out there that is perfect for everyone, yet there is no single resort or boat to please every diver. The portion of the travel market Neal has targeted is the dedicated diver, the one to whom excellent visibility, warm waters, rich marine life and a professional, efficient operation are critical.

On the colorful Bahamas Family Island of Bimini, Neal Watson's Bimini Undersea Adventures defines these criteria well. Underwater visibility around Bimini is superior, owing to the proximity of the Gulf Stream. This massive stream of marine nutrients passes within a mile offshore. From the air, one can watch the ocean turn from cloudy green to brilliant blue the closer one gets to the island. It is often a surprise to Bimini visitors to realize water clarity can be so spectacular just 40 miles from the urban centers of Miami/Ft. Lauderdale. But, with the Gulf Stream bringing in millions of gallons of sparkling water daily, and Bimini contributing absolutely no industrial effluent to deteriorate the crystalline underwater vistas, Bimini can provide some of the Caribbean's clearest waters, consistently.



Since the Gulf Stream passes from south to north, the waters brought to Bimini are warm as well, with a temperature range from 72 to 86°F. Most of the coral reefs are protected from the currents generated by the Gulf Stream and dives are placid and effortless, generally conducted with the boat at anchor. The famous Bimini Wall is exposed to the current from the Gulf Stream. Drifting along the face of this magnificent wall is one of the Bahamas' most awesome undersea experiences. Here the colorful filter feeders grow in rich profusion and the pelagic life that has made Bimini one of the sport-

TEXT AND PHOTOGRAPHY BY STEPHEN FRINK

fishing capitals of the world is evident.

Easy access is one of the very real beauties of the diving here. Chalk's International Seaplane Service flies into Bimini from Miami or Ft. Lauderdale seven days a week, landing in Bimini Harbor after a 20 minute flight. While "adventure" is a facet of commercial aviation I would normally prefer to avoid, the Chalk's flight (in a comfortable Grumman Goose seaplane) is safe, exciting and most convenient. After guests have cleared immigration and customs, Bimini Undersea Adventures is but minutes away—dockside at Brown's Hotel—and dive boats are waiting to whisk the traveler to one of the scores of beautiful sites just offshore.

Bimini Undersea Adventures' dive fleet consists of two 40 foot custom diesel boats—the *Sharkbuster* and the *Humble One*, both of which are equipped with walk-through transoms and extended dive ladders, tank racks and marine electronics. There are two 17 cfm compressors with 50,000 cubic feet of air storage and there is a guest gear storage area at the dockside dive center. There are generally three instructor/boat captains on staff. Neal rotates his time between the Undersea Adventures operations and the Ft. Lauderdale reservations office.

A new addition to the dive options at Bimini Undersea Adventures is a live-

the Bimini dive experience. Now it is possible to join a live-aboard cruise without the necessity of crossing the Gulf Stream, since the cruise originates in Bimini. It is also possible to combine a land based tour with a live-aboard, gaining the obvious advantages of each.

Dive/lodging packages are available at both Brown's Hotel and the Big Game Fishing Club and Hotel. The package with Brown's is referred to as the standard and represents economy. The amenities are rather Spartan but adequate, with air-conditioning, hot showers and good food with generous portions. The deluxe package at the Big Game Club features very comfortable rooms with satellite color television, a freshwater swimming pool, tennis courts, air-conditioning, boat dockage and excellent dining.

Both properties are in Alicetown (downtown Bimini) along the main thoroughfare comprised of a handful of shops and bars, a few offices and native restaurants. The island of North Bimini is barely one-quarter mile wide by seven miles long, but is blessed with character and soul. An evening's visit to the Compleat Angler saloon offers an opportunity to not only drink and dance to the calypso beat, but also gain insight to the colorful history of Bimini. There are Hemingway memorabilia and photos of presidents, diplomats and movie stars who have visited this island over the years.

While sportfishing put Bimini on the tourist map, Neal Watson's decade of diver service here has made it a destination of choice for thousands annually. Since this island is so accessible, Bimini Undersea Adventures offers packages from two days/one night, featuring four dives, on up to whatever stay is desired.

The diving is regulated but not regimented. Help is available if required and the pre-dive briefings will be informative and courteous. But, once you are in the water the divemasters prefer to observe from a distance, allowing the buddy teams to explore the reef at their own pace. As an underwater photographer I find this freedom exhilarating and essential to effective photo technique. Guided dives may be easily arranged, but Bimini diving has not been designed to be a handholding experience.

The Bimini Wall is an exception to the general rule, however. Since the Gulf Stream current is always in evidence here, this thrilling dive is conducted as a drift with a divemaster leading the group along a line tethered to a ball float at the surface. The boat follows the ball and group members orient themselves along the line in order to cruise effortlessly at 120 feet. Because of the depth and the drift aspect of the dive, I had probably been to Bimini at least six times before I

ever tried the wall—a big mistake! I should have been diving along the wall on every trip. The current facilitates the fantastic growth of all manner of filter feeders, and tube and encrusting sponges battle with gorgonians for dominance on the wall. Huge schools of angelfish mingle with masses of groupers while eagle rays and yellowfin tuna cruise the blue water to seaward. The time at depth may be short, but this is one of the Caribbean's most exciting dives.

One of my other favorite Bimini dives is the *Sapona*, a cement hulled vessel run aground in 20 feet of water. It is now home to huge schools of grunts, lobsters, squirrelfish, more balloonfish than I've ever seen in one place, a few resident barracuda, and on my last trip, a school of at least two dozen gray angelfish. Rainbow Reef is another shallow dive site, yet in only 20 feet of water are huge schools of grunts, snappers and goatfish, as well as dozens of nurse sharks beneath the low profile ledges. Hawksbill Reef provides greater depth, up to 45 feet, and higher profile coral heads. Here grouper and hogfish congregate and lobsters, bigeyes, grunts, barracuda, angelfish and, occasionally, sea turtles, are common. Piquet Rocks features spur and groove coral formations comprised of star, finger, brain and pillar coral, with

"Underwater visibility around Bimini is superior...."


aboard excursion on the *Sea Toye*, a 50 foot ketch. It can accommodate up to three couples in private double sleeping quarters. The vessel is spacious and seaworthy with a ferrocement hull and a six cylinder Hercules diesel for reasonable speed under sail or power. There is a 3.5 cubic foot Mako compressor on deck for unlimited air fills and an inflatable chase boat to get divers to the sites where the draft of a sailboat might be a problem.

Sea Toye operates on an all-inclusive basis, with food, lodging, diving and even soft drinks and liquor included at an extremely reasonable rate. Cruises will run with as few as two people or as many as six, and usually last three to six days. Bruce and Toye Robbins are the affable and competent hosts for a *Sea Toye* cruise, coming to Bimini after 12 years of experience in the charter boat business in the Florida Keys and the Bahamas. Bimini Undersea Adventures serves as the reservations agent for this live-aboard excursion, and Neal Watson sees this as an alternative to provide more range to

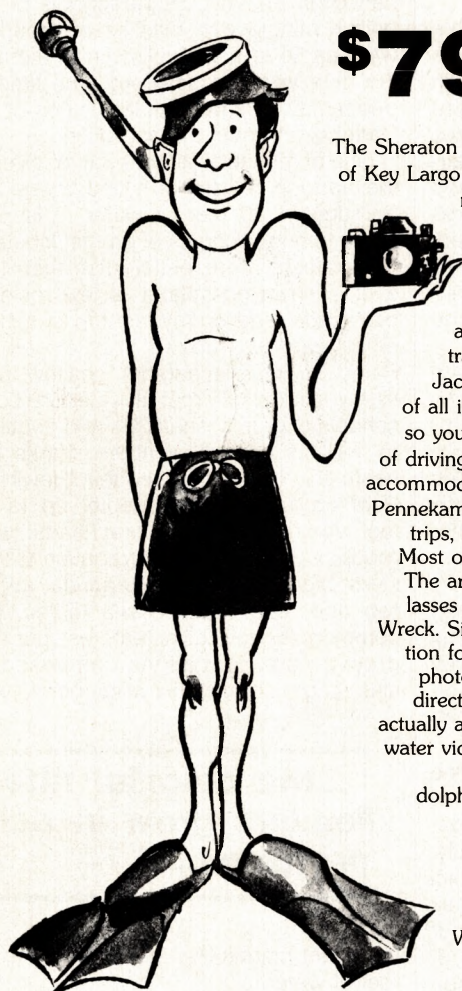
"...the colorful filter feeders grow in rich profusion...."

abundant marine life, all in only 35 to 40 feet of water.

The Victories (Victory Cays) are scheduled at least once a week, weather permitting. While this trip is a little longer—perhaps one hour—than most of the day excursions, a picnic lunch is packed and the quality of the diving more than justifies the additional running time. Here, a sloping bottom falls from 35 to 80 feet and the predominant spur and groove formation is interspersed with ledges, caves, tunnels and overhangs of inspirational dimensions. Visibility can exceed 150 feet, and the possibility of sighting sharks, rays, tuna or other pelagic life provides an exciting complement to the abundant reef life.

For more information or reservations, please contact Neal Watson's Bimini Undersea Adventures, P.O. Box 21766, Ft. Lauderdale, FL 33335-1766. Outside Florida the toll free reservations number is (800) 327-8150, within Florida or outside the United States the reservations number is (305) 763-2188. 

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GALAPAGO INN

(Continued from Page 117)

Maya ruins as Chichen-Itza or Tulum.

Because the town of San Miguel is only a short walk away, guests often stroll in to shop or visit one of the discos. Window displays of jewelry, clothing and leather goods entice tourists into scores of small shops. Once a week the inn puts on its own fiesta. After a Mexican cook-out on the beach, a colorful piñata is brought out. Armed with a wooden staff, blind-folded guests try to find and hit the papier-maché piñata. When it is finally broken open, everyone scrambles to get his/her share of the candy treasure that spills on to the beach.

Visitors may pass a typical diving day at the Galapago Inn two different ways. The group sets the pace and decides on the daily program for the staff to follow here, not the other way around. After breakfast, the group departs for the leisurely ride to a site such as Palancar Caves or Horseshoe. Floating with the current allows the divers to cover long stretches of beautiful reef. The boats follow closely on the surface. At Horseshoe, guests may see the Christ statue. Along the walls of the Palancar Caves, large tube sponges reach out into the current.

The surface interval may include an early lunch at either Playa Escondida, (Hidden Beach) or Playa San Francisco. Fresh fish, chicken, beans, rice and cakes are all cooked right on the beach.

Later, a second dive on Tormentos Reef works off the midday meal. In 35 feet of water, guests have lots of time to enjoy the numerous crinoids and seafans that crown the scattered coral heads. Most everyone quietly slips into a siesta upon returning to the hotel.

Another day may begin by touring Santa Rosa Wall where dramatic coral canyons dominate the topography. Schools of pelagic fish often cruise the edge to create a scenic divers' tour. After 40 minutes on the surface, divers return to the water for dive number two. Paradise Reef is a favorite. Anemones decorate the coral heads, tame yellowtail snappers and groupers follow the divers. In just less than one hour, the visitors leave this site to head home. As before, the energetic go beach diving and the rest of us enjoy the sun.

The Galapago has been catering to divers for more than 15 years. From this vast experience grew the intelligent design of the facilities and the "diver-friendly" quality service. Managing partners Tim and Patty Massimino involve themselves in the daily activities of their visitors. Their enthusiasm and genuine concern for their guests set the attitude for the entire staff. No wonder so many

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people return to the Galapago Inn time after time.

For information and reservations contact: Aqua-Sub Tours, P.O. Box 810306, Houston, Texas 77281; (800) 847-5708 or (713) 783-3305. In Mexico contact: Galapago Inn, P.O. Box 289, Cozumel, Q. Roo, Mexico 77600; 011-52-987-20663, 21133, or 20853. ✉

CAYMAN AGGRESSOR II

(Continued from Page 97)

FIFTH DIVE

The flashlight fish do not make an appearance. Perhaps 9:00 pm is a little too early for them or the moon is too bright. Instead, we find Babylon's Wall ablaze in brilliant colors and alive with all types of marvelous nocturnal creatures. I photograph dozens of bug-eyed red shrimp, a species I seldom see. There are parrotfish in cocoons, decorator crabs climbing across the coral and an octopus peeking from his lair. My film is gone in a flash!

DAY'S END

Back on board the boat, we happily stow away our dive gear and cameras. One of the best parts of the day is taking that long, leisurely shower after the night dive. Water is never a problem aboard the *Aggressor II*; the water maker churns out 500 gallons of fresh water per day.

Arriving back in the saloon, we are greeted with hot apple pie and vanilla ice cream. What a way to end the day!

Smiling Captain Wayne then brings in the strips of processed film for us to view on the light tables. We are elated with the results as the pictures are even better than we had hoped. Ann mounts a few and projects them on the saloon screen. The evening becomes an impromptu slide show with everyone participating.

As talk begins to turn to more diving stories, I make my move. I can barely keep my eyes open, so I give the group a good night wave and retire to my cabin.

As I slide into my bunk, a wonderful feeling of comfortable fatigue engulfs me. The stack of paperback books I have brought for this trip remains untouched. There is just no time for reading when you are having this much fun. My last thought of the day is: Tomorrow I get to do it all over again! ✉

Editor's note: For more information about the Cayman Aggressor II, Cayman Aggressor III, or Belize Aggressor, contact: Aggressor Fleet, Ltd., P.O. Drawer K, Morgan City, LA 70381 or call (800) 348-2628 or (504) 385-2092.

The Aggressor fleet is also booked by See & Sea Travel Service, 50 Francisco Street, Suite 205, San Francisco, CA 94133; telephone (800) 348-9778 or (415) 434-3400.

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ADMIRALTY LAW

(Continued from Page 109)

In a nutshell, filing a salvage claim under Admiralty Law on an historic vessel does not guarantee anything except a lengthy court fight and attorney's fee. To win, a salvor should be able to show in court that: He followed archaeological guidelines and used care in removing only a small amount of cultural material from the site to establish discovery and his claim. The salvor must show the site and associated material is in peril of the sea or the actions of man (dredging, chemical pollution, etc.) and that the state or federal government has no knowledge of a wreck in the area or that they abandoned the site. The discoverer must demonstrate the ability and willingness to excavate the wreck in an orderly scientific manner and preserve (stabilize) recovered archaeological material. You will, of course, need the services of a good attorney who will research Admiralty Case Law and best represent your interests.

What happens when you file a claim? First your attorney will present your claim, which will include all pertinent information on the site. The judge will order federal marshals to "arrest the wreck." This means a federal marshal will visit you (or your attorney), take inventory of all objects recovered and have said items stored in a secure place mutually acceptable to all parties. This cultural material is, in essence, evidence of your discovery and the wreck's existence.

Later, in court, a judge will make a decision on your claim and salvage rights. The unknown factor will be the state's (or federal government's) attitude toward you. It may be settled in one hearing, but if the state wishes to fight, litigation could take years. The first round in court will cost between \$2,000 and \$3,000.

In summary, Admiralty Salvage Laws do not guarantee your claim to historic vessels and filing one is expensive and time consuming. True, maritime law has been successfully used to shatter the poorly written Antiquities Law in Florida and opened doors for responsible salvors in that state. However, the best guarantee for most diver/salvors is intelligently written state and federal laws that establish working relationships between the professional archaeologist, bureaucrat and diver. Such legislation should spell out what rights you, as a responsible salvor, are entitled to.

A non-profit organization, the Atlantic Alliance for Maritime Heritage Conservation, is working to establish such legislation and fight proposed laws that would padlock our nation's submerged cultural resources. Persons interested should write to: Atlantic Alliance for Maritime Heritage Conservation, P.O. Box 27272, Central Station, Washington, D.C. 20005.



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WINDWARD MARINE RESORT

Windward Marine Resort, on Kaneohe Bay, Oahu, Hawaii, has 46 one and two bedroom units, most equipped with kitchen and lanai. The resort's ten buildings occupy more than two acres and onsite facilities include a swimming pool and spa, boat dock, launching ramp, launderette and recreation lounge.

A small rural resort, Windward employs a marine activities director who keeps guests in touch with onsite activities and those around the island. At Windward's North Bay Boat Club outboard boats, sailing skiffs, sailboards and kayaks are available for rental to experienced guests; lessons are available.

Diving tours of Kaneohe Bay are offered as are scuba instruction, deep sea fishing charters, sailing charters, dinner cruises and more.

For information contact Windward Marine Resort, 47-039 Lihikai Drive, Kaneohe, Hawaii 96744; (808) 239-5711 or (800) 367-8047, ext. 239 (U.S.) or (800) 423-8733, ext. 239 (Canada).

JACOBY TO BAHAMAS

Dick Jacoby will be leading two underwater photography trips September 5-12 and September 13-20. These seven and one-half day/seven night trips to the central Bahamas will be aboard the 80 foot *Coral Reef II*, owned and operated by the Shedd Aquarium. Participants have access to a wide selection of video and photo equipment offered at no extra cost.

Dick Jacoby, the photography instructor and trip leader, is available to assist each participant. Jacoby offers specialty underwater photography certification through NAUI, PADI and the YMCA.

Trip participants provide personal scuba gear, film and videotape. For more information, write the John G. Shedd Aquarium, 1200 South Lake Shore Drive, Chicago, IL 60605; or telephone (312) 939-2426.

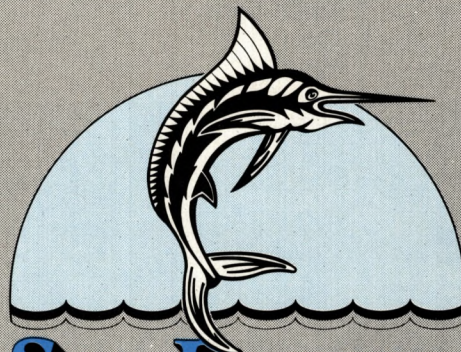
SKEET LA CHANCE/SEA FEVER

Captain Skeet La Chance will host the first Invitational Wall Diving Extravaganza in the Bahamas. The 14 day trip will be aboard the 90 foot live-aboard *Sea Fever*, owned by Captain Tom Guarino.

Divers will embark on this voyage Saturday, September 19 and return to Miami Sunday, October 4. The cruise includes the Cat Cay Wall, the Tongue of the Ocean and the Exumas—with an expected stop at Conception Island. This trip will be limited to 12 divers and is by invitation only.

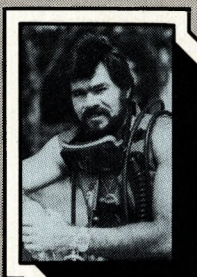
Applications for the cruise may be obtained by calling or writing: Sea Fever Diving Cruises, Inc., P.O. Box 8276, Miami Beach, Florida 33139; (305) 531-3483 or (800) 443-3837.

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NEW JERSEY'S DELAWARE

TEXT AND PHOTOGRAPHY
BY HERB SEGARS



After 90 Years On The Bottom She's Still A Treasure

In the latter days of June 1898, the Clyde Line steamer, *Benefactor*, founded in the waters off Frying Pan Light, North Carolina. On orders from the home office of the Clyde Line, the steamer *Delaware*, on its way north from Charleston, SC took the *Benefactor* under tow and proceeded to Red Hook, New Jersey, where the *Benefactor* would be repaired. The *Delaware* continued its journey to its berth on the East River, beneath the Brooklyn Bridge in New York. Little did anyone aboard suspect this benevolent act would be the last complete voyage for the majestic steamer.

It was 3:30 pm on Friday, July 8, when the *Delaware* sailed from New York for Charleston, with a general cargo, 32 passengers and 34 crew members, including the captain and one female stewardess. The sky was clear and the seas were calm as the ship cruised off Sandy Hook that afternoon. The passengers enjoyed the view of the coastline and most turned in for the evening around 9:00 pm. The quiet night air was broken only by the humming of the steamer's engine and the slapping of the waves against the hull. The *Delaware* was an old wooden vessel previously used in the Clyde Line's West Indian service.

Close to 10:00 pm, some of the crew reported to the officer on the bridge that smoke was coming out of the after hatch. An immediate investigation proved a raging fire was spreading below decks. The usual fire fighting techniques were employed: Holes were cut in the deck and water hoses inserted. By the time the crew got into the main saloon, rolled back the carpet and cut holes in the deck, the fire was so intense that overpowering amounts of smoke poured through the holes.

As a safety precaution, first officer B. McBeth and stewardess Ella C. Hill went quietly from room to room, awakening passengers, apprising them of the situation and advising them to go to the top deck as a precautionary measure. During these preparations, the sound of scurrying feet on the top decks and the strong smell of smoke made the passengers extremely nervous; two prime ingredients for a panic situation. A horrible catastrophe was averted in great part by the actions of the stewardess who moved from cabin to cabin, calming the passengers and assisting them in any way possible.

The passageways began to fill with smoke and many passengers emerged from their cabins into a blinding, smoke filled labyrinth. The crew, in a most admirable fashion, quickly responded by forming chains in passageways and passing passengers along hand-to-hand until all were safely on deck. The passengers were then positioned next to lifeboats, which were ready to be launched.

The fire was discovered while the *Delaware* was about ten miles east of Barnegat, New Jersey. The ship immediately headed westward toward land and was about two miles off the beach when the fire broke through to the outside of the ship, lighting up the nighttime sky. Meanwhile, rockets were being fired by crew members in the hopes of alerting passing ships or land based lifesavers.

Captain Ingram's next instructions were clear: Load the women and children into the lifeboats first! The boarding order was obeyed without question and except for a minor scuffle with two overzealous male passengers, the evacuation was textbook perfect. Following the women and the children, the male passengers and some of the crew members occupied the remaining boats. In all, four lifeboats were launched. The last lifeboat aboard was unreachable owing to the intensity of the fire, forcing the captain and the remaining crew members to fashion two life rafts by lashing together deck gratings. These were pushed into the sea with the captain being the last to board; secure that all hands were safe.

The beach patrol of the Cedar Creek Life Saving Station had discovered the fire and launched a surf boat to aid in the rescue. She relieved some of the lifeboats of their passengers and additional relief was provided by the arrival of the fishing smack *Samuel B. Miller* of New York, which took all the occupants of one lifeboat aboard.

Captain Ingram had warned all the ship's officers stationed in the lifeboats not to attempt beaching the boats during the night because of dangerous surf. This admonition was upheld by the members of the lifesaving station. Reaching the shore would have to wait until daybreak.

About 3:00 am, the tug *Ocean King*, moving northward along the coast with some barges in tow, spotted the *Delaware*.

CAYMAN BRAC

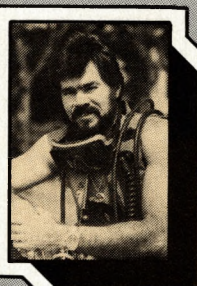


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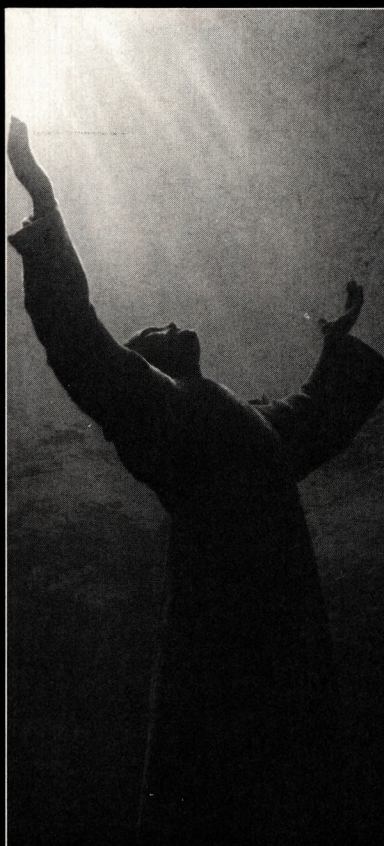
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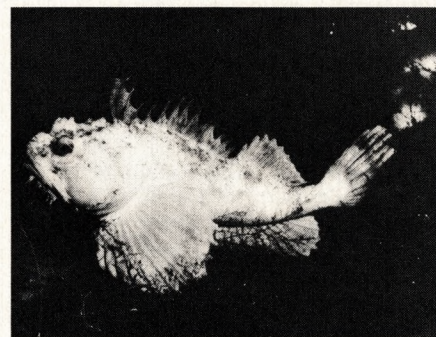
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THE DELAWARE

ware's fire. Quickly anchoring the barges, the tug moved in and took aboard all the passengers and crew save 12 crew members and the captain.

These 13 stayed aboard the fishing vessel and cruised around the *Delaware* to maintain possession of the steamer in case she remained afloat and could be taken under tow to port. The *Ocean King* returned to the Clyde Line's pier to safely deposit her precious cargo ashore. Sixty-six people were aboard the *Delaware*, 66 were saved.

In hopes of salvage, the Merritt-Chapman Derrick and Wrecking Company dispatched the tug *W.S. Chapman* down the coast, where she found the *Delaware*



A yellow sea raven on the *Delaware*—an unusual coloration for New Jersey waters.

afloat and still burning despite a heavy midmorning rain. One mast still stood, although the entire hull was burned to the waterline. In the midst of dense smoke that poured from the steamer, a line was secured to her by the tug and the *Delaware* was slowly towed northward.

Onlookers on the beach were treated to a sight as the caravan moved along the coast. Near Bayhead, New Jersey the tug was seen to move away from the burning hulk and steam more quickly northward. The reason was soon evident as the *Delaware* slipped beneath the sea to its watery grave 75 feet below. The ship and its cargo were valued at \$250,000.

Almost 90 years later, the mention of the name *Delaware* to a New Jersey artifact hunter evokes a rush of adrenalin. She continually yields treasures to those patient divers willing to invest the time and effort to sift through the sand. Recently, a fellow diver could barely hide his enthusiasm while showing off his latest treasure, a silver serving spoon with *Delaware* engraved on the handle.

The *Delaware* is also the home to some very nice sized lobsters, which always seem to be in holes just long enough to keep them out of arm's reach. Schools of blackfish, seabass, ling and fluke make the area a good spearfishing stop while

the variety of marine life presents interesting photographic subjects.

Two miles from the beach, the *Delaware* can be found using land ranges. Although this method is not as accurate as Loran, it makes the wreck accessible to those boat owners who cannot afford this type of equipment.

One last point must be discussed, as I have heard numerous variations of this story over the last few years from a great number of people. Treasure—some say it is a strongbox full of money and jewels; others say it is gold bullion secretly shipped in the cargo hold. Is the treasure real? Has it ever been found? Does it really matter? Treasure is in the eyes of the finder!

With all these attributes, the *Delaware* sounds like the perfect wreck. There is one drawback—visibility. Its proximity to



This cold water anemone is just one of the photo subjects available on the *Delaware*.

the shoreline makes it susceptible to the churning action of the waves during rough weather. Visibility can range from six inches to more than 30 feet. But, to a diehard *Delaware* fan, bad visibility is only a hindrance, a wetting of an appetite, a remembrance of an exciting moment when conditions were right and the wreck yielded another small piece of itself, a piece that would be enjoyed by the diver and his friends, a piece that would remind surface dwellers that the *Delaware* still lives! 🐙

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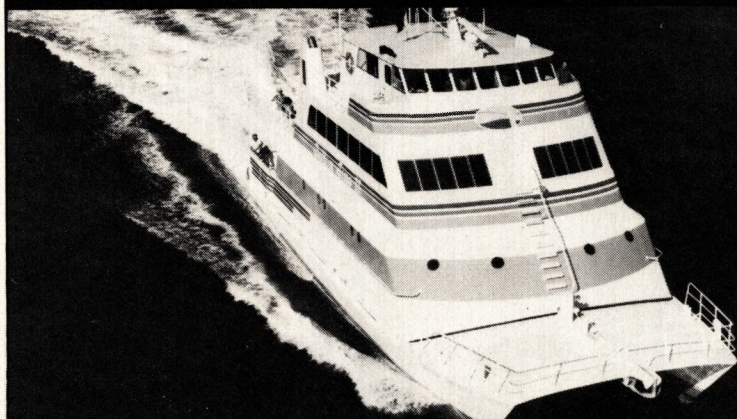
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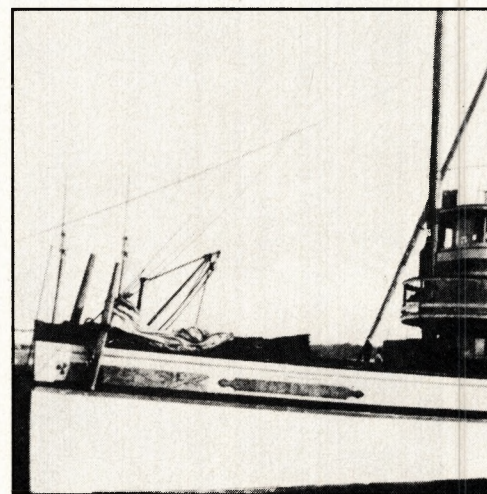
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COMMODORE

The Wreck That Inspired A Classic Short Story

BY BILL BARADA

The *Commodore* was a nondescript, coal-fired steamer that sank in 1897 about 18 miles offshore Daytona Beach, Florida. Its disintegrating carcass has rested on the sandy bottom in 80 feet of water, unnoticed and unrecognized for almost 100 years. But, this ship played an important role in the history of American



photo/courtesy Steven Lang

literature, a part now being recognized by English professors and history buffs across the nation.

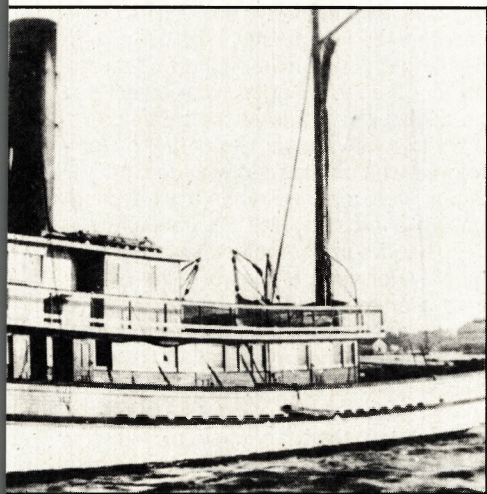
The *Commodore's* claim to fame is that famous writer, Stephen Crane, author of *The Red Badge of Courage*, was aboard the ship when it sank. Crane and three others went to shore in an open, ten foot dinghy, and the ordeal was the basis for his short story, *The Open Boat*. Both Crane's book and his short story are regarded as classics and are used by English teachers as examples of fine literature in the 1800s. Some consider *The Open Boat* the finest short story written in the English language.

It was only recently realized the wreck was the *Commodore*. Peggy Friedman, an English teacher at Jacksonville University who was researching Stephen Crane material, came to Daytona in the hope of finding someone who knew the location of the sunken ship. Friedman talked to a number of people who knew about Stephen Crane, including a doctor who claims to be related to the writer and a

woman who said Crane stayed overnight at her grandmother's house. But none of them knew anything about the *Commodore*. They suggested, however, that she talk to Don Serbousek of Don's Radio and TV in Ormond Beach because Serbousek also runs a dive shop and knows every wreck in the area.

Serbousek told me that as soon as Friedman described the *Commodore's* cargo he knew exactly where it was. He had been diving it for years but didn't know its identity.

Newspaper accounts of the tragedy published in 1897 give such conflicting stories the reader wonders if they are reporting the same incident. The few things they agree about are that the *Commodore* was built in Philadelphia in 1882 and its home port was New York. The ship was 123 feet long with a 19 foot beam and drew 11 and one-half feet. It had a single, coal-fired engine with a 28 inch diameter cylinder and a 30 foot stroke.



The *Commodore* sank in 1897. Famous author Stephen Crane was one of the passengers who made it safely to shore.

They also agree the ship was carrying a load of arms to Cuba, which included rifles, ammunition, black powder, dynamite and machetes.

Some newspapers stated the armaments were intended for the Spanish American War and that Crane was aboard as a war correspondent. Another account stated Crane had chartered and outfitted the *Commodore* in Jacksonville—with the financial backing of a New York newspaper syndicate—to carry Cuban insurgents back to Cuba and help foment a revolution. This story says New York newspapers were engaged in a cut-throat circulation war and publishing magnates were willing to pay famous writers such as Crane enormous salaries to tell their readers what was happening. The writers had orders that if they couldn't find sensational news they were to make it themselves.

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THE COMMODORE

Conflicting accounts of the *Commodore* sinking were also published in newspapers of that time. One reported a suspicious leak was discovered in the fireroom about 10:00 pm on Friday and the pumps didn't work. It said the pumps had been tampered with and that sabotage was suspected. This report said a fire in the engine room was put out but the ship filled with water and lifeboats were launched about 18 miles off the Mosquito Inlet Lighthouse. The first lifeboat made it safely to shore with 12 Cubans aboard. The second, supposedly carrying six Cubans, washed ashore empty at Port Orange, according to this report. The third lifeboat, with nine Americans, was smashed during launch. The men tried to lash themselves to rafts, but most went down with the ship. Captain Murphy, Stephen Crane, William Higgins and C.B. Montgomery, the ship's cook, were in a ten-foot dinghy. High seas were breaking one-half mile offshore. The dinghy overturned, Higgins was killed, but the others washed to shore safely.

Another newspaper reported the *Commodore* was overloaded with coal and its seams were opened when it hit a sandbar while crossing the St. Johns River. This report said the hold was found half-full of water around midnight, the pumps were started, everyone bailed, but the water gained and the ship was abandoned. It said the mate and 11 men had reached shore and the others were expected because the sea was smooth.

The open seams caused by hitting a sandbar in the St. Johns River were also cited as the cause of the sinking by another newspaper. This report stated flatly that all 28 men onboard reached shore safely.

An accurate account of the disaster written by a historian supports the story that the ship sprung a leak after hitting a sandbar. The engine room was flooded and the pumps failed about 18 miles off Mosquito Inlet. Captain Murphy ordered the crew to bail with buckets and they used wood, oil and alcohol to stoke the furnace in an effort to build up enough steam to reach the inlet. But, the water gained on them and put out the fires so they were forced to abandon ship.

The first lifeboat, launched with 12 Cubans aboard, reached shore at 10:00 am, January 2, just two miles north of Mosquito Inlet Lighthouse. The second lifeboat, carrying six Cubans, reached shore near Port Orange at noon on January 2. Captain Murphy, Stephen Crane, the cook, C.B. Montgomery and the oiler, William Higgins, were in the ten foot dinghy and watched as the third lifeboat with seven Americans aboard was launched. This lifeboat was smashed and lost. The men fashioned three rafts, but only three of



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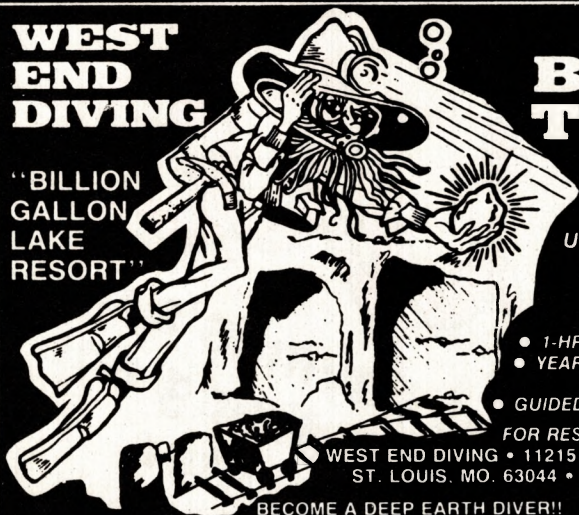
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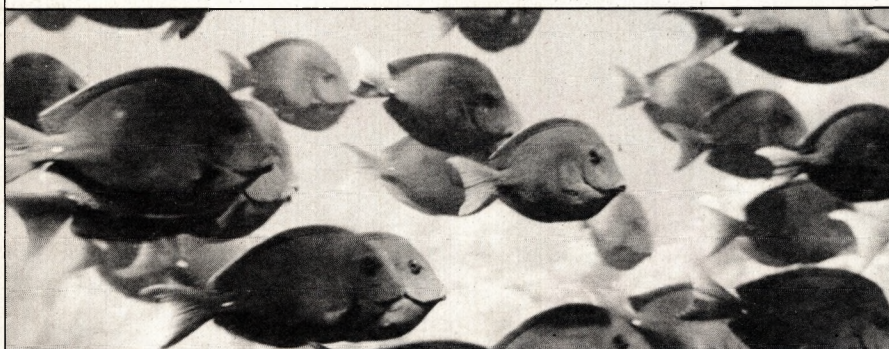
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THE COMMODORE

them made it aboard them. The others, including a first mate Frank P. Grain, went down with the ship. There is no record of what happened to the three men on the rafts, but the four men in the tiny dinghy watched the *Commodore* sink, then spent almost 30 hours on the chilly water of the storm-swept Atlantic.

As their puny, miniature craft was twisted, tossed and almost capsized by wind-driven waves, the men struggled to keep it afloat. They were not only threatened by wind and waves, they were also followed all through the night by a huge shark that sometimes came so close it nudged the boat, as if trying to hurry the capsizing that appeared inevitable.

The wind and waves swept the tiny dinghy toward New Smyrna Beach, then toward Mosquito Inlet, then the Ponce Inlet Lighthouse until it finally drifted within a few miles of shore at Daytona Beach. A giant surf was breaking one-half mile off-shore but they had been drifting around the ocean for so long that Captain Murphy decided their best chance was to make a run through the surf. The dinghy capsized. William Higgins, the oiler, was trapped beneath it and drowned. The other three men were washed to shore where onlookers dragged them to safety.

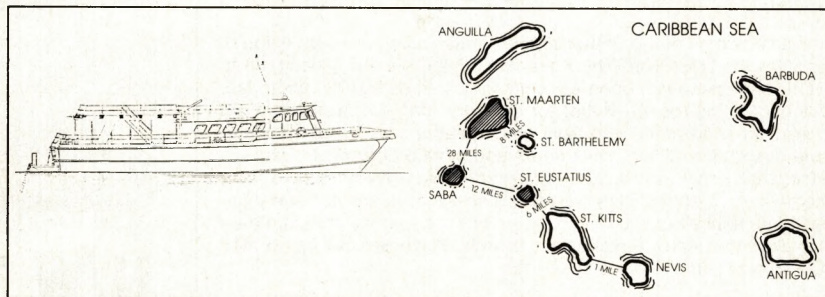
Crane spent two nights in Daytona at a house called Lillian Place, then returned to Jacksonville with the love of his life, a lady named Cora Taylor, who was the proprietress of a house of prostitution, called the Hotel de Dream, in Jacksonville. The couple later went to England where they lived in high style until Crane died of tuberculosis in 1900 at age 28.

Serbousek has obtained an Admiralty Claim to the remains of the *Commodore*, which gives him exclusive salvage rights to the wreck. He is working closely with the Florida Division of Archives in the recovery and preservation of its artifacts. The ship's nine-foot diameter propeller and a portion of its 12 inch diameter drive shaft can be seen above the sandy bottom. Most of the wood above the sand has disintegrated but a lot that is buried has been preserved. Several rifles, ammunition and brass fittings have been recovered. These are encrusted with more than an inch of marine growth and have been immersed in fresh water for preservation. The Division of Archives will clean and identify the items, then, by electrolysis, may be able to convert some of them back for use in displays. The salvage is a slow, painstaking process and all cleaning and restoration is carried on under the supervision of experts from the Division of Archives.

The *Commodore* is, by no means, a treasure ship, but its cargo will be interesting as artifacts from a page of American literature and American history.

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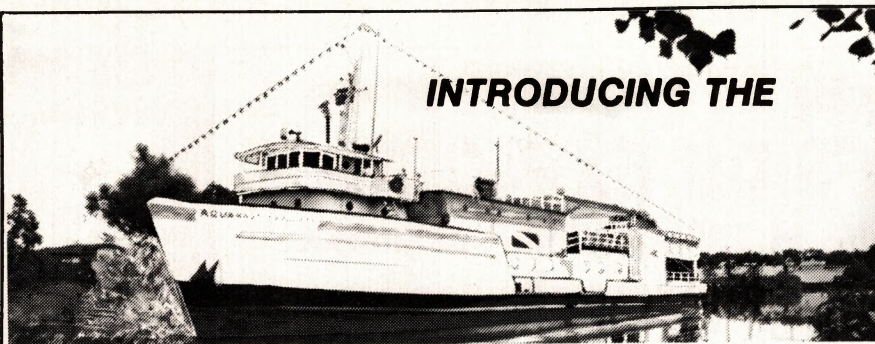
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BY E.R. CROSS

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The Canadian Underwater Training Centre is owned and operated by Forand Marine & Construction, an active Canadian diving company. In its eighth year of operation, CUTC has graduated more than 500 students from its basic commercial diving program. There is an abundance of marine contractors in the Great Lakes area and many graduates remain here after completing the Category 1 Diver training course.

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The instructors, aided by modern, modularized training courses and equipment, can rapidly indoctrinate students in the underwater skills required of divers. The crafts taught are those of the offshore diving industry as well as those used by divers employed in the diversified activities of inshore and inland marine construction operations. Important and integral components of the curriculum are selected field trips.

The revised Category 1 Diver Training Program provides qualification in the basic disciplines necessary to seek employment in the commercial diving industry in construction, salvage and offshore work. The entire course requires 24 weeks to complete and costs \$8,700 (Canadian).

The center also offers this course in modular format for prospective students who have previous acceptable and relevant training or for those whose financial status permits taking only parts of the complete course. The three separate modules are: surface welding—7 weeks, \$2,000; diving—15 weeks, \$4,700; contaminated water diving—2 weeks, \$2,000. (Note: All tuitions are quoted in Canadian dollars.)

It is recognized that many U/W jobs are accomplished through the application of adapted surface skills. These tend to increase the graduate's overall employability. As CUTC points out, its welding course takes advantage of this fact. "Students will undertake seven weeks of welding training at the Institute of Technical Trades, culminating with a certificate of competency. This surface acquired skill is then applied during the three week U/W cutting and welding phase of their commercial diving training."

CUTC also states, "The curricula have been carefully designed with training quality in mind. Emphasis has been placed on rigid safety standards and applied expertise to develop competent divers and well rounded marine workers."

FACULTY

Instructors at CUTC are experienced teachers and professional divers. Their expertise comes from field work on offshore oilrigs, in marine construction or from service in the navy, and each specializes in a skill related to commercial diving. Guest lecturers discuss their areas of expertise and keep students aware of industry developments.

Some of the staff members are also experienced in diving and administering marine construction organizations.

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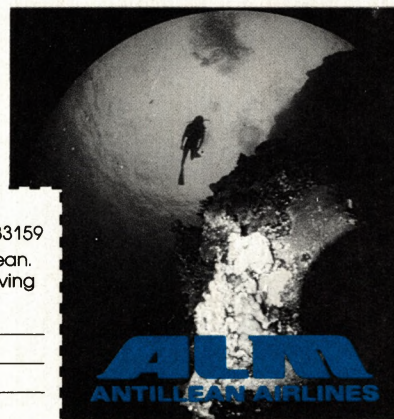
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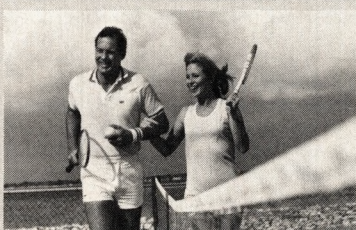
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CUTC

FACILITIES

Conducting training on board the *Fuel Marketeer* exposes students to actual field conditions and work disciplines. One of the former fuel tanks has been converted to a lock-out trunk for access to the harbor bottom. The 60 foot diving support vessel *Lois T* adds to the reality of the training. Numerous types of equipment, representing the latest in design and development, are used by each student so there will be no surprises when they join the ranks of commercial divers.

The following brief outlines of subjects taught are not necessarily presented in the order of student training.

THEORY

For their own safety, students and later, commercial divers, must understand the physical laws of the alien and potentially hazardous environment in which they work. These and other subjects are taught in the oil cargo tanks of the former oil tanker; now converted into roomy, airy and well lit classrooms.

EQUIPMENT

The many types of equipment are first hands-on inspected, then discussed with relation to diving safety, and finally used in the school's training tanks (rebuilt cargo holds of the converted tanker and now 20 feet deep underwater classrooms).

The goals of this period of training are to: 1) introduce the student to commercial procedures; 2) further the students' knowledge and skills in the use of various kinds of equipment and 3) to define and develop the students' skills through progressively more difficult and challenging work projects.

SEAMANSHIP

The work of a diver is conducted under a different set of government regulations, rules and standards than comparable on-shore work. The language of the industry is also different and sometimes more complex. This phase of the course is designed to develop in the students a personal knowledge of, and the rigid discipline required for, the safe operation and the coastal piloting of small boats. Becoming familiar with marine terminology is important in understanding the regulations by which divers and other marine workers must maintain job safety.

Hands-on experience with nautical publications, chart work, buoyage systems, navigational aids, signals and communication systems are also covered at this time. The practical application of these subjects are demonstrated and practiced on the *Lois T*.

COMMUNICATION

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tion between divers and surface support personnel and sometimes, diver to diver. Communication may consist of hand signals on the air hose, lifeline, a working line or some form of electronic diver intercom system.

This phase of training is part classroom but is also concurrent with practical diving while accomplishing specific underwater tasks.

UNDERWATER TASKS

Part of this segment of training is in on board classrooms, part in the on board diving tanks and finally in the open water. It has a two-fold purpose. First, it will enable students to acquire diving time during which they will become completely at ease in their new environment while using several kinds of modern equipment. Students will also be indoctrinated in the use of modern tools and technology used in the several marine work fields for which they are being trained.

One-fourth of the 1,080 total hours of training are used for this. Divers practice underwater skills including handling ropes and wires, tying knots, the use of all tools, the intricacies of nondestructive testing (NDT) and cathodic protection (CP) work. Safety in the use of compressed air and hydraulic tools is stressed throughout.

UNDERWATER HAZARDS

Commercial divers work on many structures with hazardous conditions that are sometimes life threatening. This segment of training is only one day of the course but could make a vast difference in the safety of the worker. Divers are not always aware of some of the hazards discussed. They include such problems as water flow through and around structures such as sluice gates, culverts, outfalls and intakes to plants; night diving; under ice diving; and working as a diver from a "live boat."

The safety procedures learned in a classroom are stressed throughout the course during the practical application of the student's training.

SURFACE CHAMBERS AND TREATMENT TABLES

This is another important part of the curriculum at CUTC. It requires about 13 percent of the entire course to complete. The subject is designed to introduce and familiarize students with the maintenance and operation of two-lock chambers as used for surface decompression and for recompression and treatment of accidents. Prerequisites for this phase of training are passing grades in diving theory, physiology, air compressors (a one day subject) and communications—all part of the CUTC training program.

In addition to the practical use of the chamber under various conditions and for several purposes, the legal regulations regarding its use, care and maintenance are also covered.

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CUTC

DIVING PHYSIOLOGY

This 40 hour part of the course is designed to give students a better understanding of basic anatomy and physiology and the effects of increased and decreased pressure on the body of the diver during underwater work. The risks of improper diving procedures as related to this are covered.

Pressure, gas and exposure related accidents or incidents are important topics the student must understand. Also during this phase of training both an industrial first aid and a CPR course must be successfully completed.

WELDING AND CUTTING

The fusion of two metals by welding is a complex and important skill. Because



Canadian Underwater Training Centre's classrooms are in a converted tanker.

of this, these subjects are also a major part of CUTC's training program. Since the use of blueprints and symbols are used so extensively in commercial welding, including while planning an U/W job, they are given special emphasis.

Protective gear and safety are stressed with this equipment, both for topside and underwater work.

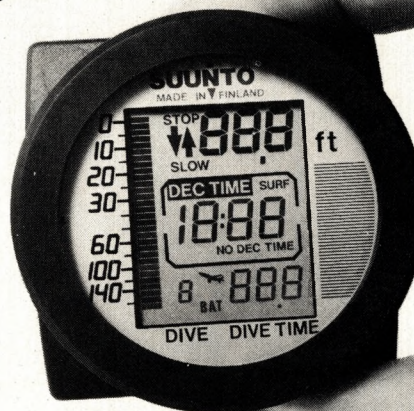
CONTAMINATED WATER

The two week Contaminated Water training module is designed to familiarize the student with safe diving practices and procedures. The prerequisite for this training is to have satisfactorily completed Category 1 Diver qualification. The general topics covered include: 1) recognition of hazardous environmental diving conditions; 2) safe practices and modification of equipment for work in contaminated water; 3) medical considerations, sterile conditions and decontamination procedures; 4) Equipment disposal consideration; 5) alternatives for non-human intervention in contaminated water.

Another area of concern is the potential hazard to topside personnel involved with support of divers working in polluted waters. Everyone involved must be knowledgeable about various test instruments, safety considerations and decontamination procedures.

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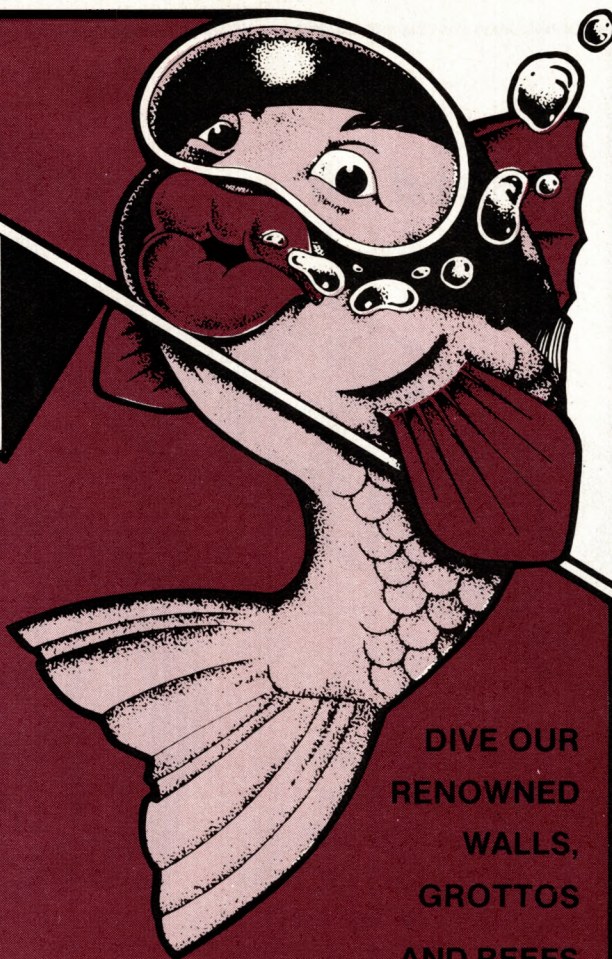
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CUTC

ADMISSION REQUIREMENTS

The criteria for selecting students from the many applicants for CUTC training have three purposes. Primarily, the center wants to select only those people who will be competent U/W and topside workers. In doing this other objectives will be met: minimizing attrition during training and the selection of students capable of developing a rewarding career.

MANDATORY REQUIREMENTS

The mandatory requirements are fairly standard for underwater workers.

1) Applicants must pass an approved medical examination administered by a qualified physician. Verification of tetanus immunization is also required.

2) They must be competent swimmers.

3) They must also have previous sport, military or commercial underwater experience. Those who are not qualified scuba divers must take a training program prior to attending regular CUTC classes.

4) They must be between the ages of 18 and 30.

5) They must possess a certificate of secondary school education or the equivalent. Exemptions may be made if the ability to benefit from the CUTC training program can be demonstrated.

6) Each applicant must pass a pressure tolerance test conducted during the first week of the course.

DESIRABLE REQUIREMENTS

Prospective students should possess work experience or skills involving manual dexterity in fields such as mechanics, construction, seamanship or other trades that demand high mechanical aptitude. Prospective students should remember that commercial diving is underwater mechanics and those lacking appropriate work experience are not likely to succeed at either CUTC or as a commercial diver.

ADVANCED STANDING

Students with previously acquired trades such as welding, electronics, pipe-fitting, mechanics, etc., may seek advanced student status. The CUTC modularized training program is designed to accommodate them. Acceptance of these previously acquired qualifications will be at the discretion of the training director of CUTC.

NORTH SEA APPROVAL

An important qualification attained by CUTC is that their facilities and training program have been inspected and reviewed by both the Diving Inspectorates of the U.K. and Norway. Both countries now recognize CUTC as meeting the requirements to train Category 1 Divers.

Because of this approval CUTC is able to provide a special North Sea Upgrading Course. This is a three week course de-

signed to assist graduates of other diving schools not recognized by the North Sea Inspectorate for certification for work in the North Sea offshore oil industry. Tuition for this course is \$1,500 (Canadian).

STUDENT SERVICES

The faculty and staff of CUTC are well qualified and experienced in industrial and military diving techniques. Equipment used represents the latest in design and development. All of the facilities of CUTC are available to provide such student services as counseling, tutoring, reference books and employment placement assistance.

Commercial diving can be a very exciting and rewarding career. If you can qualify, such a career may be for you. For information write to the Canadian Underwater Training Centre, 371A Queen's Quay West, Toronto, Ontario M5V 1A2 Canada or call (416) 363-7018.

WHITE SHARK TAGGING

Recently, a free swimming great white shark was tagged by divers. The 3.5 me-



ter shark was tagged by Jeff McKay and Marie Levine, off Cape Agulhas, the southernmost tip of Africa. This is the initial phase of a behavioral and physiological study of great whites in their natural environment.

The shark, an adolescent male, continued to feed and circle the 46 foot long support boat for some time after it was tagged using spearguns with modified tips. The expedition, headed and funded by McKay, also included Trail and Victor Witthuhn and Andre Hartman.

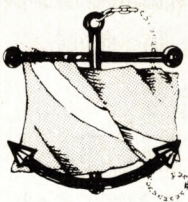
SEASPACE PHOTO CONTEST

The Houston Underwater Club is sponsoring its 14th International Underwater Photography Contest. Underwater categories include novice slide, open slide, 16 slide series with narration, color print, black and white print, freshwater slide, special effects slide, U/W video and diving-related surface slide.

Prizes for the photo contest include international dive trips, scuba gear and underwater camera equipment. In addition, winners will receive the highly coveted Seaspace awards, designed and executed by Robert L. Straight—Sea Symbols.

The deadline for entries is May 15. Judging is scheduled for Saturday, May 23 at the Hyatt and is open to the public. For further information and an entry form contact photo contest chairman Sheryl Maruca at (713) 432-0253.

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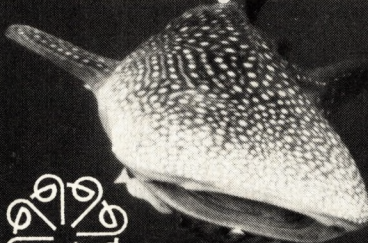
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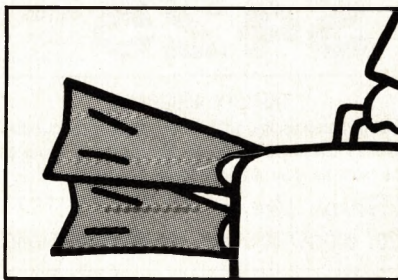
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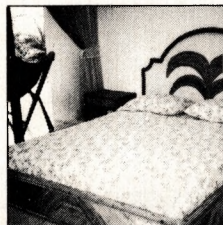
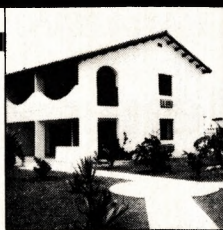
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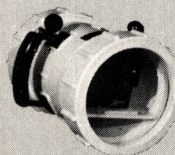


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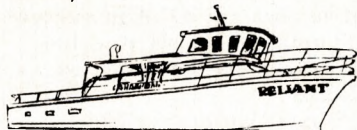
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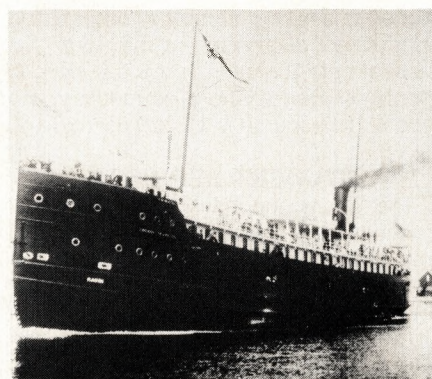


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TEXT AND PHOTOGRAPHY
BY RICHARD TRIEBE

All in all, 1929 turned out to be a dreadful year for navigation on the Great Lakes, particularly for the southern half of Lake Michigan. First, in September, the *Andaste* was lost in a storm between Grand Haven and Chicago with 25 people aboard. In October, things went from bad to worse. The *Senator* sank after a collision off Port Washington, taking 20 of her crew down with her. The big car ferry *Milwaukee* succumbed to wild, mountainous seas off her namesake port, with all 47 aboard. Less than one week later the tail end of the same storm would lash out bitterly again. This time she would claim the *SS Wisconsin*, her captain and 15 others.

The *Wisconsin* was built in 1881 by the Detroit Dry Dock Company for the Goodrich Transportation Company. She was designed by Frank E. Kirby, foremost naval architect on the Great Lakes, and had an iron hull with a single screw. Her gross tonnage was 1,921, she was 209 feet long, had a 40 foot beam and a draft of 20.9 feet. Since she was to be used year-round, she was equipped with a rounded forefoot and full entrance, which enabled her to slide up on the ice, crushing it with her weight. She was put into service as a passenger/package-freight steamer on the Chicago to Milwaukee run.

Two years later she was sold to the Detroit, Grand Haven and Milwaukee Railway. In 1896 she was sold again—this time to E.G. Crosby—and, in 1898, renamed *Naomi* in honor of his daughter.

In 1907 the *Naomi* caught fire in mid-lake and, as her whole upper works were ablaze, it appeared that all aboard were lost. The bulk freighter *SS Curry* came to the rescue, however, and managed to push her nose into the *Naomi's* stern, taking off all but five of the people aboard. These latter were crew members who

had already perished in the flames.

Naomi was towed into Grand Haven, her entire superstructure reduced to a heap of twisted railings, stanchions and beams. She was completely rebuilt in the winter of 1908-09 and, in 1912, renamed *E.G. Crosby* in honor of her owner, lost on the *Titanic*. Taken to Manitowoc, her main deck was widened five feet and she was given a new superstructure of metal. She carried 100 cabins on two decks, with parlors and social halls for passenger recreation. The cabins and parlors were finished freely in curly birch, with deluxe furnishings and every convenience the shipbuilding industry offered. The cost to rebuild was estimated at \$200,000—a mere \$40,000 more than the \$160,000 she had cost new.

During the hectic years of World War I she was again put on the auction block. This time the buyer was the United States Shipping Board, which had plans to use her as a hospital ship. She was painted white and renamed the *General Robert M. O'Reilly* and faithfully served two years before being sold to the Seymour interests. Here, again, she had a name change. This time she became known as the *Pilgrim*. As luck would have it, she came full circle by being sold in 1924 to the Goodrich Transportation Company, her original owners. Mr. Goodrich sentimentally renamed her the *Wisconsin*.

As mentioned before, 1929 was a disastrous year for shipping on Lake Michigan. The gale of October 22 that sank the car ferry *Milwaukee* was still blowing 20 foot seas when it came time for the *Wisconsin* to make her evening run from Chicago to Milwaukee. She had just finished loading large boxes of iron castings, prescription whiskey, two brand new compasses packed in crates and tons of other small items between her decks. In her holds were 1,700 barrels of brass plumbing fixtures, steel shafting, thousands of gallon cans of red and white lead and varnish. There were also Christmas toys, boxes of brass rivets for horse harnesses, welding rods and three cars.

Late in the afternoon of October 28 Captain Morrison made the fateful decision to sail. At best it could only have been a judgement call on his part for even though the ship was old it still appeared sound. And, didn't she have an iron hull, resistant to rot? Hadn't the Steamboat Inspection Service passed her with flying colors less than a month before? These things—and a six day wait for fair weather—might have influenced his decision.

Windblown rain furiously slashed the length of the ship and sluiced down the pilothouse windows as the *Wisconsin* backed away from her dock. With mounting seas worrying her hull she tossed and pitched her way nervously to the harbor entrance. There she began to roll heavily as she left the safety of the breakwater and met the seas head on. Since the gale was out of the northeast the waves could

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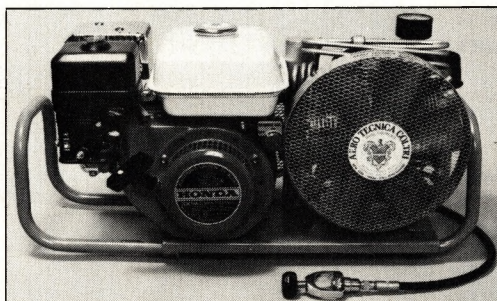


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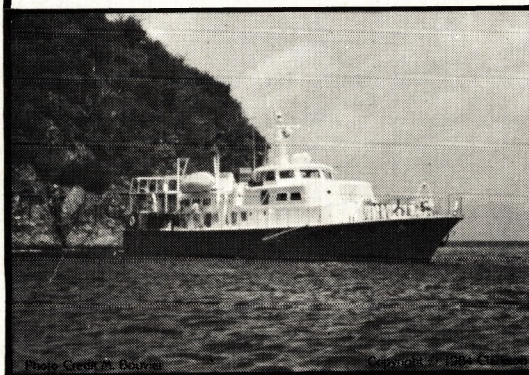
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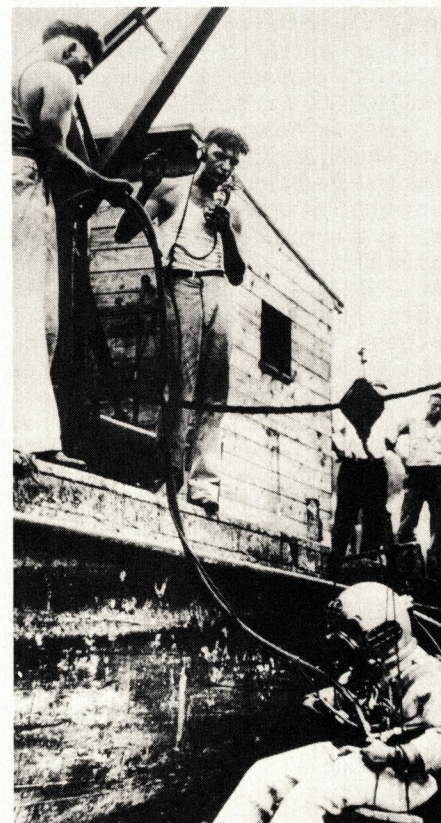
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SS WISCONSIN

travel nearly the whole length of the lake and build to alarming proportions. Already, 20 foot seas were trying to bury the bow, causing her to dip sickeningly at the head in clumsy motions.

Throughout the evening she battled her way north along the west coast, passing Evanston and Waukegan. When she was



A diver over the Wisconsin site in 1935.

6.5 miles southeast of Kenosha her cargo of iron castings shifted and slammed into the iron plates of her hull. Soon afterward a rising tide of water was noted in the engine room. The captain was informed and ordered the pumps started at once and a survey of damages made. Search crews could find no source for the leak but did find the crates of castings had come loose and were crashing about. When the water was found to be still rising the captain reduced his speed to provide more steam for the pumps.

At 1:30 am the *Wisconsin* flashed the following message to the *Illinois*, which ran opposite the *Wisconsin* on the Milwaukee-Chicago route, as she lay docked at Racine. It was also intercepted by the Chicago Radiomarine Station:

"We are four miles off Kenosha. Fire holds all flooded. In immediate danger. Please stay with us. May need your help soon." *Wisconsin*

2:15: "SOS, SOS, SOS. Due to sink

any time now. For God's sake send help." *Wisconsin*

2:17: "Hold on, help on way. Am sending you Racine and Kenosha Coast Guards." Chicago Radiomarine Station

By 4:30 am it was obvious the ship was dying. She had a pronounced list to starboard and the emergency lights flickered and went out as water reached the generators. The ship wallowed helplessly in the total darkness and the wind driven waves climbed her passenger deck doing their mischief, carrying away anything not securely bolted down.

The raging seas rendered the starboard boats useless and panic seized the men. Those who couldn't find room in the boats threw over liferafts and jumped after them. Some succumbed to the numbing effects of the icy water almost immediately, while others tried to swim to the circling Coast Guard boat.

The *Wisconsin* was now low in the water and sinking slowly each time the seas invaded her deck. The thunderous rumbling of shifting cargo and cracking bulkheads told of the havoc within as her deck slanted farther. The Coast Guard picked up as many survivors as their small craft could carry and headed back to shore packed to the gunwales.

The *Search*, a fish tug manned by the Chamber brothers, heard the SOS and fought the enraged seas for hours to rescue more. When they reached the scene they found a great heaving mass of flotsam but no ship. There were men all around them crying and praying—some too tired to raise their voices above a whisper. They rescued anyone they found and sent them below to warm up before calling it quits and heading in. Of the 74 persons aboard, 59 were saved. Captain Morrison wasn't among them.

Following the disaster a three way investigation was launched by the federal government, Kenosha County and the *Wisconsin's* owners. All agreed the shifting cargo caused the leak. Apparently the deck was pitching so much that some of the crates of iron casting came loose and slammed into the hull, rupturing one or more plates.

There was sharp criticism leveled at both the captain and the Coast Guard, however. The government pointed out, with apparent flourish, that the captain had the anchor lowered while pleading for help and a tow instead of turning and trying to reach shore. Kenosha was no more than five or six miles away. And, how did he expect to be towed when he had no steam to raise the anchor?

The owners were furious. They countered that the captain anchored to keep from drifting and running aground. With some 15-20 feet of water in her hold, and drawing twice her normal depth, the *Wisconsin* would have run aground well offshore and quickly broken up in the tremendous seas. Then probably no one would have been saved.

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to the Coast Guard. They charged that because of the Coast Guard's slow response, the ship and 15 of her crew were lost. They also criticized the Coast Guard for rescuing people from the lifeboats, who were apparently in little or no danger, and being too frightened to go amid the flotsam and pick up the people who were in the icy water. These charges and counter-charges never amounted to more than oratory bluster and when cooler heads prevailed they were forgotten.

In the next few years the *Wisconsin* tried to lay low but her profile wouldn't let her. In 1932-33 the mystery of her location was solved when fishermen hired a diver to see what they kept snagging their nets on.

The next few years saw some activity to salvage the vessel and, in 1935, test dives were conducted to dynamite some of the cargo doors off. It turned out no one actually salvaged her owing to a dispute of ownership. A fisherman also



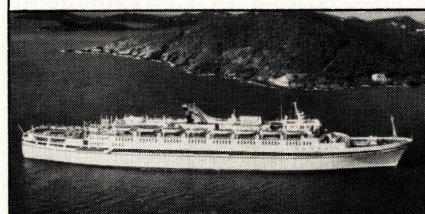
Jim Haberski with the capstan cover he recovered from the *Wisconsin*. Other artifacts are still present, including old cars.

snagged an obstruction one-half mile southwest and came up with part of her helm. It is reported a diver then went down and recovered a few bodies from the superstructure.

Through time, both locations were forgotten until Richard Race, a Chicago electronics engineer, rediscovered the hull in 1961. The superstructure was never relocated although large pieces can be found scattered about the hull.

A charter with an experienced captain is the recommended way of seeing the *Wisconsin*. Not only will he be familiar with dive conditions, but he has the electronics and the know-how to locate the wreck quickly and easily. A full wetsuit or drysuit is a must because lake waters are

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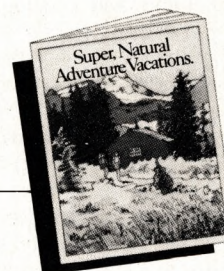
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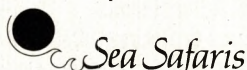
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in the 35 to 50°F range year-round. Also, take a dive light, not just for the nooks and crannies, but because the entire wreck gets rather dark at such a depth. If you are into photography, a good strobe or two is a must for there is quite a bit of subject matter here. Visibility usually averages eight to ten feet but can jump to 25 or 30 in the late summer if the conditions are right.

The wreck of the *Wisconsin* is 6.5 miles southeast of Kenosha in 135 feet of water. She sits upright on a sand and clay bottom, bow facing north, her cabins gone. The smokestack lies lengthwise on her deck. The top of the bow is in 105 feet. At the very tip of the bow you'll find the davit used for catting the anchor. It now faces forward and is the highest part of the wreck, 95 feet down. If you descend about 20 feet on the outside of the hull you'll see her port anchor chain is bent around the bow and trails off in a northeasterly direction.

Back on deck, about 20 feet behind the davit, you'll find a capstan. It still harbors traces of red paint and both it and the davit make very good photographic backdrops. Most of the decking is gone here and it is very easy to descend about ten feet and do some rummaging. Several nice items have been found here recently, including the capstan cover, a silver teapot, a sugar bowl and creamer—all inscribed with the Goodrich logo.

Back on deck, if you swim aft, you'll notice the iron gunwale swoops down into a pair of graceful cuts that reflect the Victorian age that spawned the *Wisconsin*. Here you'll find a tangle of twisted beams and pipes as the supporting members for the superstructure are bared. You may find bits and pieces of the cabin among the beams but most of it is broken up and lies off the wreck in a southwesterly direction. Some good rummaging can produce results here, too, if you take the time to look. Even though much has already been found, a lot remains.

Farther on, you'll find the smokestack. It, too, has traces of red paint and some nice pictures can be taken. If you descend on the outside you'll find there are five cargo hatches on each side of the ship. Most of these are open to allow easy access to the interior. Unlike the deck, most everything is intact here.

In one of the forward holds stands the baggage check area for the passengers. It has a large wooden counter that, again, reflects its Victorian past. In another hold are three pre-1929 vintage automobiles—a Chevrolet touring car, an Essex and a Hudson. The silt, however, is up to their axles so you have to be careful and stay as buoyant as possible. In other hatches are boxes of the cargo—metal toys, paints, dishes, etc.

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BY DICK ANDERSON

My dive gear always looks kind of well used. With the exception of my wet-suit (I'm a thermal sissy), I use gear until it has almost passed the point of prudent usage. Decked out in my regalia, I look as though I had just spent an hour in a diver tumbler. I never expect to see Mr. Blackwell at 200 feet anyway.

I remember one time when this indifference to glistening diver finery was rewarded in a surprising way. We were anchored at Talcott Shoals off Santa Rosa in California's Channel Islands. The late great skipper Glenn Miller had invited me along on one of his *Coral Sea* dive charters. Thirty feet below was the wreck of the bark *Aggie*. I always get a special kind of fulfillment from finding some brass relic on an old wreck.

While everyone was dressing in, I couldn't help noticing the kid next to me. Boy, did he have some shiny stuff. Some of it was still in boxes. I mean, the stuff looked better than any Christmas morning I ever had. I know the kid sensed, or imagined, a general shipboard awareness that he was somewhat outstanding with his universally new get-up.

I started to strap on my leg knife. It was a knife that only a real mother could love. Its sheath was scratched and gouged to the point where it was only recognizable by its general shape. The blade was dull and blunted from years of indiscriminate probing and prying. The unbreakable plastic handle was starting to crack near the hilt and the butt was an asymmetrical blob of bashed brass. It was a used knife.

Well, that kid spied my knife and asked if he could take a look at it. He handled it the way a museum curator might handle a Faberge Egg, sliding it reverently in and out of the beat-up sheath. "How long have you had it?" he asked. "Oh, about 10 or 15 years, I guess," I said.

The kid reached into his dive bag and pulled out his knife—still in its box. The box was better than my knife. It had four-color printing covering every square inch and even a picture of a celebrity. The knife was even better. It was a "pride of ownership" knife. You could tell that be-

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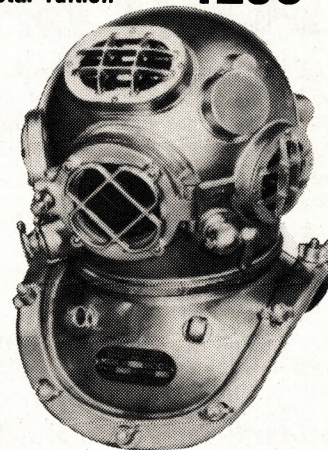
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cause it had its name proudly molded into the handle.

"Want to trade?" the kid asked. I didn't want to take advantage of him so I hesitated for a second or two—but not long enough for him to reconsider. "Well, I'm kind of attached to this knife," I told him. It was the truth. The knife was usually attached to my leg with two straps. But I traded. I'm such a soft touch.

Boy, oh boy! Thirty-five years of diving and my first knife with its own name. I felt just like Errol Flynn or Rex Calibur. And man, did that kid look great with my old knife strapped to his leg. His leg looked like it had been diving for 20 years.

Later that day I watched him use the knife to open a rock scallop and offer a raw slice to his cute, but slightly grimacing, girl buddy. Old as it was, that knife could still slice through a scallop as long as you didn't try to cut cross-grain.

The kid was so pleased with the trade it made me feel like helping him even more. I hinted around a bit his new tank and regulator looked awfully new and shiny, but he was through trading for the day.

LA STREGA PHOTO COURSES

La Strega, Belize's live-aboard dive yacht, will host an underwater photography course June 27-July 4. The comprehensive training seminar will be instructed by underwater photography expert Jesse Cancelmo. The diving area for the course will be the crystal clear waters of Lighthouse Reef, location of the famous Blue Hole.

The on-site seminar concept, combined with a live-aboard dive boat, will provide students the opportunity to experience the most productive course possible. The course will feature hands-on, personalized instruction and will cover: macro, close-up and wide angle composition, film and filtering, lighting and techniques and equipment maintenance. Cameras, wide angle lenses, strobes and accessories will be available for rental.

Complete details and reservation information can be obtained by contacting the office of *La Strega*, 5818 Green Falls Drive, Houston, TX 77088, or call toll free (800) 433-DIVE. Texas and Canadian residents may call collect (713) 999-1463.

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This year's Stephen Frink photo tour will revisit the reefs of Australia's Coral Sea, aboard the 79 foot air-conditioned dive vessel, *Coralita*. This tour will concentrate on the best diving in the southern Coral Sea.

Only 12 divers can be accommodated in private double cabins. The dates of the trip are November 8-19. See & Sea Travel will once again be coordinating the tour and inquiries may be directed to (415) 434-3400 or through the Frink Photo toll free reservation line at (800) 451-3737.

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CONVERSATIONS WITH CLIVE CUSSLER

Will The Real Dirk Pitt Please Stand Up?

TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE

Could it be coincidental? Fictional scuba diving hero, Dirk Pitt, is 6'3" tall and has memorable green eyes. His creator, scuba diving author, Clive Cussler, is 6'3" and his eyes are green, too. The description of Pitt's complexion, "oak-tanned," suits Cussler. And, although the author's hair is now gray, it once was as dark as Pitt's. Both men have the same middle name, Eric. When asked if Pitt is autobiographical, Cussler smiles, and with a gleam in his eyes, admits there are similarities. But Pitt, he says, "does better with the girls than I ever did!"

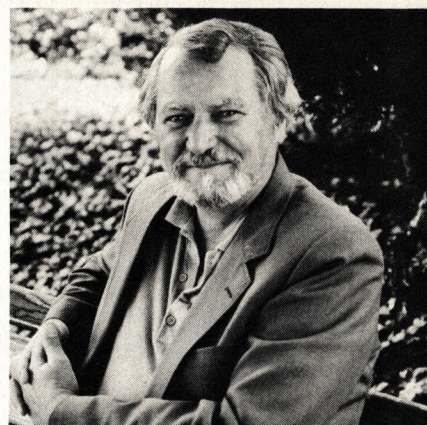
Cussler, author of eight best seller novels starring Dirk Pitt, was born in Aurora,

Illinois on July 15, 1931. His family moved to California in 1938, however, and he graduated from Alhambra High School in 1949. He attended Pasadena City College for two years then enlisted in the Air Force.

It was while serving as an Air Force aircraft mechanic in Hawaii in 1952 that Cussler learned to snorkel. His first mask had double snorkels with balls on the tips. He paid \$39 for his first tank and double hose regulator and, when he figured out how to fill the tank with air, he became a scuba diver.

When his air force hitch was over, Cussler returned to California. He married in 1955. For awhile he was co-owner of gas station and spent his weekends looking for lost gold mines in California's Colorado Desert. Although he didn't find any gold, he did find an airplane, lost in 1943 on a training flight from Bakersfield to Brawley. The bones of its crew were still inside. He also learned the value of research before a search. Many of the mines he'd heard about turned out to be figments of overactive imaginations.

In the late '50s, Cussler turned his considerable energies and talents to the world of advertising. He was co-owner of an agency in Newport Beach for four years, then went to work as the creative director of a large Hollywood agency. He was very successful, winning numerous



Clive Cussler

awards. He and a team of writers created the TV commercials for Ajax starring the White Knight.

It was during this time that Cussler wrote his first book, *Pacific Vortex*. It would not be published for 17 years, after his next five books had been bestsellers and anything he wrote was salable. He still apologizes for it.

In 1967, Cussler gave up his high pressure job in advertising and went to work in Aquatic Center's Santa Ana dive shop for \$400 per month. He used knowledge garnered in advertising to double the store's business with various promotions. In the afternoon, when things were slow—

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CLIVE CUSSLER

the owners referred to this store as "the country club" because of its lack of business—Cussler wrote his second book, *Mediterranean Caper*, published in 1973. (*Iceberg* followed in 1975; *Raise the Titanic!* in 1976; *Vixen 03* in 1978; *Night Probe* in 1981; *Pacific Vortex* in 1982; *Deep Six* in 1984; and *Cyclops* in 1986.)

Cussler was finally Los Angeles County certified in 1967 by Ron Merker. Along with Omar Wood and Dick Spencer, Merker owned the three Aquatic Center dive stores in Southern California. He is still an active instructor as well as co-owner of the existing Aquatic Center in Newport Beach.

When Cussler wrote *Pacific Vortex*, he wanted to do something different. He made Pitt a marine engineer and built him block by block, adding details to his personality with each book. Although he originally conceived of Pitt as a blonde, conversations with women convinced him a tall, dark haired hero would be better received. Although Cussler is now 55, Pitt is frozen in time: He's been about 38 since he was conceived.

Pitt, a major (inactive) in the U.S. Air Force, is named after Cussler's son. (Cussler and his wife, Barbara, have two daughters as well.) Pitt, also special projects director of NUMA, falls in love in almost every book, but circumstances always prevent him from becoming permanently attached to the lady of the moment. Although he was quite a male chauvenist in the early books, Pitt has apparently had his consciousness raised: In *Cyclops*, he falls in love with a woman considerably older than he is and she acquits herself admirably throughout their adventures. Although there's plenty of action in Cussler's books, you won't find graphic sex or four letter words. That's because Cussler has fans as young as nine years old.

Awhile back, *SKIN DIVER* ran an article on NUMA, the National Underwater and Marine Agency that features prominently in all the Cussler books. After the article appeared NUMA was inundated with letters. Although this non profit agency actually exists, it has no paid employees and is funded almost entirely by royalties from Cussler's books. Founded in 1978, NUMA is an offshoot of the Atlantic Charter Maritime Archaeological Organization. Its intent is to preserve our maritime heritage by discovering wrecks of historical significance and salvaging them. To this end, Cussler runs yearly expeditions. NUMA's volunteer staff, six or seven men under the direction of its president, Admiral William Thompson, work on these missions on a contingency basis.

Although they were learning experiences, the first two expeditions, searching for John Paul Jones' ship, the *Bon-*

homme Richard, were disasters. Since then Cussler and NUMA have found about 20 historically significant shipwrecks and planes, including the remains of the dirigible *Akron*, which went down off the coast of New Jersey in 1933, killing 90 crew members. A 1984 expedition to the North Sea resulted in the location of six wrecks, sunk in the Battle of Jutland in World War I. Cussler also located the remains of the German *U-20*, which torpedoed the *Lusitania*.

Cussler expects to be searching for ship and plane wrecks for years to come: There are 50-75 more he'd like to find.


Anyone who reads Cussler's books will be impressed by the amount of technical detail found in them. Cussler's mechanical abilities are obviously useful here. When there's an area he'd like to know more about, he talks to experts. In *Raise the Titanic!*, for example, he contacted ship salvage experts to find out how they would go about bringing such a huge ship to the surface.

As you would expect, the man who wrote a novel about the *Titanic* was avidly interested in her recent discovery. Although he expected the ship to be in two chunks because eyewitnesses had said she broke in two before sinking, he and the man who found her, Dr. Robert Ballard, were disappointed there was so much deterioration.

You would think that someone with such an interest in shipwrecks would have a house full of brass. Cussler says, however, that what interests him is the search for and location of wrecks. His diving crews only bring up artifacts so positive identification of the sites can be made. The artifacts and information gathered are turned over to state and/or federal authorities or donated to museums and universities.

Writing consumes most of Cussler's time but his primary motivation in doing it is so he can afford to pursue his passions. One of these, of course, is finding wrecks. Another is collecting pre-war, antique European coachwork automobiles. He is a history buff, admitting he was "born 80 years too late."

Cussler told me it takes two years to write each book. These are fast paced novels with tortuous plots. Don't try to figure out where they're headed; just sit back and enjoy! All of the books are marine and diving related. In the latest, *Cyclops*, now in paperback, most of the action takes place on San Salvador Island in the Bahamas.

Clive Cussler's life is novel-like in some respects. There are his successes in the high pressure world of advertising; his search for lost gold mines; and his very productive wreck finding expeditions. And yet, this obviously restless, adventure seeking man has been married to the same woman for 32 years and is the grandfather of two. His is the kind of life I suspect Dirk Pitt will come to envy—if he ever grows old, that is. 

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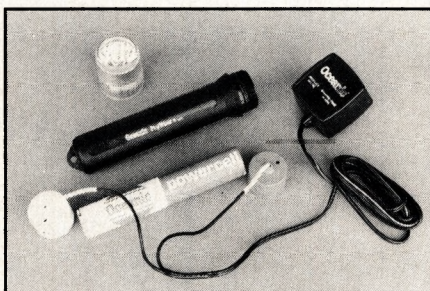
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Oceanic's Hylite

**A Powerful
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BY JIM WALKER

You're 70 feet underwater on a hazy day. You're taking photos of marine life and using a strobe to restore colors. As you pass by the entrance to a small tunnel in the reef, you see a lobster back quickly into it. Fantastic! You need a lobster shot to round out your marine life photo collection. As you move your mask to the tunnel's entrance, however, you can't see the lobster in the darkness. And, you didn't bring your large under-



The charger caps slip on the powerstick.

water light because you needed your hands free. You now have two choices: flash your strobe to see if you can locate the bug, which will probably make it retreat farther; or swim on by.

A pocket size dive light or a modeling light attached to your strobe might have helped you get your lobster shot. At the very least, such a light would have allowed you to view the interior of the tunnel—maybe something even more interesting was inside!

The Hylite from Oceanic will fit in a BC pocket. Eight inches long and one and one-half inches in diameter at the widest part, it is small enough to attach to a strobe or carry "just in case," yet large enough so it won't slip out of your pocket accidentally. Powered by three alkaline C-cells or with a rechargeable "power-

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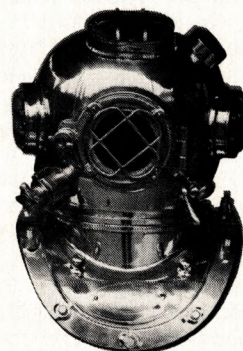
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
The Hylite from Oceanic is only eight inches long and one and one-half inches in diameter. It makes a perfect modeling light, backup light or even primary dive light. The Hylite is available in rechargeable and non-rechargeable models.



The rechargeable Hylite contains a removable powerstick and comes with a charger (either 110 or 220 volt) that plugs into a wall socket. The charger is wired to two caps that fit over the ends of the powerstick—blue cap to blue end, white cap to white end. A full charge takes 12-14 hours. Overcharging will not harm the powerstick, but continuous charging is not recommended. A major advantage to the removable powerstick is that you can be charging one while using another in the light.

Naturally, the rechargeable Hylite is more expensive than the non-rechargeable (\$85.95 vs. \$31.50). But, if you intend to use the light often, the rechargeable can save you money over time. Another consideration when choosing which light to purchase is that, while rechargeable cells offer a slightly brighter beam, they don't power the light as long as alkalines (about 1.5 hours vs. 3 hours). Also, rechargeable cells can lose their charge during long storage.

One of the nicest things about the Hylite is that all parts are available separately. This includes springs, lens caps, reflectors, bulbs, O-rings, chargers, powersticks and cases. Reference numbers for these parts are listed in a hand-out supplied with each light.

If you're in the market for a small, powerful, all-purpose dive light, test fire a Hylite at your Oceanic dealer. 

stick," the Hylite has an amazingly bright beam—bright enough so it can be used as a primary light on a night dive.

The Hylite has a hand-size case of rugged polycarbonate in black or blue. It has a lanyard loop and only one opening—at the lens cap—thus reducing the chance

of leakage. The clear plastic lens cap screws onto the case, sealing over an O-ring. The last one-eighth turn before the cap bottoms out engages the batteries, turning the light on. It takes a conscious effort to turn the cap, reducing the chance the diver will turn the light on accidentally and run down the batteries.

Inside the lens cap is the bulb/reflector assembly. The bulb is a quartz/halogen type—one of the secrets to the Hylite's bright beam. The other secret is the reflector, which optimizes the beam for an intense, even, circular pattern.

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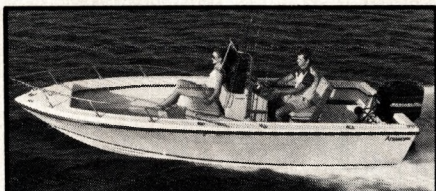
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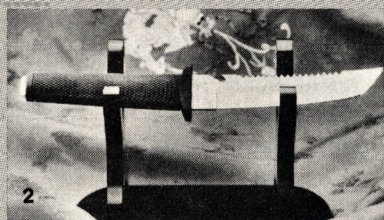
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NEW FOR '87

The products listed in New for '87 are those that the editors feel are of interest to readers. All specifications and claims are supplied by the manufacturers or sellers, who bear responsibility for their accuracy. It is impossible for SKIN DIVER to obtain samples of all products listed for evaluation and verification of manufacturers' claims. The listing is provided as a free service and vendors of U/W equipment are invited to submit information and black and white photos for consideration.



1



2

1 Light Plush Wetsuits—

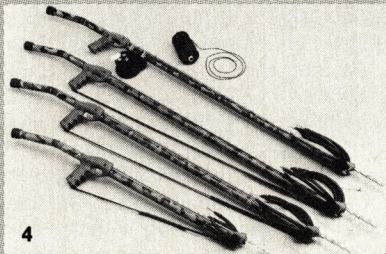
Henderson wetsuits feature Plush Lite linings, which dry quickly. The Ascent suit comes in men's (navy/graphite) and Women's (pink/black) styles. It has a step-in jacket with farmer john pants. One-quarter inch suit starts at \$299.

2 Ninja Knife—

Dacor's new Ninja knife has a six inch blade made of 420 stainless steel. The blade top has serrated edge and line cutter. The handle is thermoplastic, knurled for a good grip. The tang provides a surface for hammering. Knife comes with a plastic locking sheath, \$45.



3



4



5

3 Bladderless BC Jacket—The Liberator BC jacket from Tabata has a one bag design, snap-in shoulders for easy donning/doffing and rapid exhaust valve. The left pocket is designed to hold an extra second stage. Pink, blue or yellow in small through large, \$470.

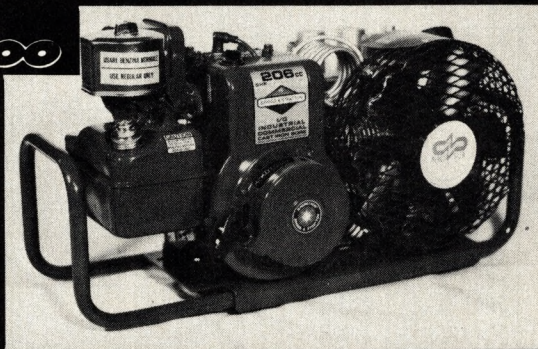
4 Camouflaged Spearguns—Hunter spearguns from Bandito/Aquacraft II are camouflaged. Hunter 3000R (42" barrel) comes with a reel (\$359.95—\$239.95 without reel). Hunter 2000 (36" barrel) is \$219.95. Hunter 1000, with 20 inch barrel, is \$189.95.

5 Stylish Gear Bags—Seatec's Designer Line Gear Bags are large (29 x 15 x 14 inches) and made of rugged 400 denier nylon. They are available in teal blue/black or pink/black (colors coordinate with Manta BC). Front pocket. D-rings for optional shoulder strap, \$55.

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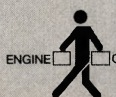
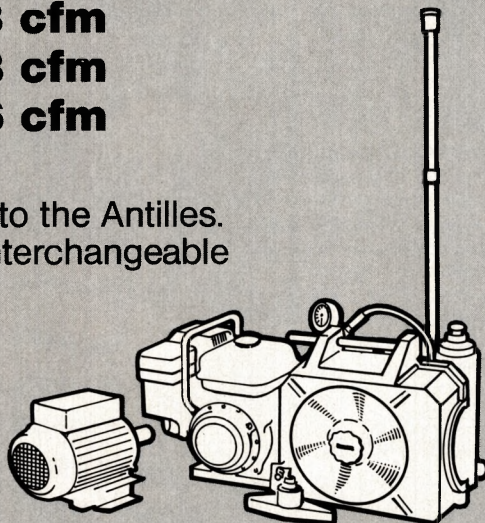
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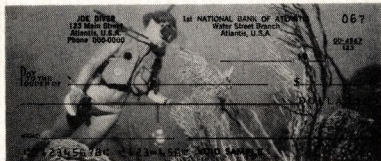
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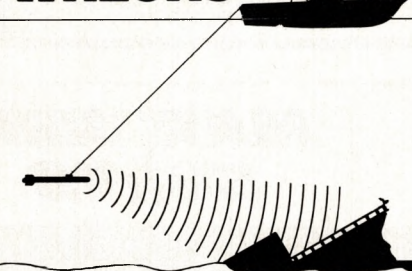
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WRECK FACTS

(Continued from Page 16)

Station on the Patuxent River near So-
 lomons, Maryland. NAS personnel used
 it for experimental mine warfare studies.

In 1943 the S-49 failed to respond to
 remote control orders to surface and na-
 vy officials decided to leave it there. It
 wasn't a total waste, however, since the
 navy used it as a sonar target and train-
 ing site for hardhat divers.

Suarez, Mike Moore, Glenn Biggers-
 taff, Steve Heare, Pete Kessler, Jon Hul-
 bert and Gary Gentile braved swift sur-
 face currents and nearly zero visibility to
 explore the deck at 110 feet and the hull
 at 130 feet. Ed says she sits upright in a
 trench with her bow pointing downriver.
 Most of the external pressure hull and
 conning tower sheathing is gone, but
 many struts and much of the supporting
 structure remain intact. Gary Gentile re-
 trieved the torpedo firing selector switch
 from the conning tower and was amazed
 to discover a stern torpedo tube in addi-
 tion to the standard four forward tubes.
 The stern tube is indicative of S-class
 submarines, Gary says. He is checking
 for more information about S-class subs
 at the Naval Historical Center, Washing-
 ton, D.C. Meanwhile, Suarez and Moore
 are planning more dives on the S-49—
 Maryland's claim to submarine fame.

Submarine enthusiasts might be inter-
 ested in a recent publication by the Naval
 Institute Press: *Submarines of the Imperi-
 al Japanese Navy* by Dorr Carpenter and
 Norman Polmar. This book provides a re-
 view of the development, functions and
 losses of the Japanese submarine force
 from 1904 to 1945. Included are discus-
 sions and photos of fleet, midget and air-
 craft-carrying submarine operations, as
 well as the use of the *Kaiten* human tor-
 pedoes in World War II.

The Imperial Japanese Navy sub force
 sank two U.S. aircraft carriers in WW II
 and used deck guns to bombard our
 coast. But, as the war progressed, the
 Japanese undersea raiders fell short of
 expectations and eventually were judged
 as failures. Authors Carpenter and Pol-
 mar capture the saga of subs from the
 Land of the Rising Sun, all valuable infor-
 mation for historians and ship buffs. For
 more details, write to Nancy Kunkel, Na-
 val Institute Press, 2062 Generals High-
 way, Annapolis, MD 21401.

Most divers from the Tar Heel State
 have heard of Bill Lovin, Chapel Hill,
 North Carolina, who filmed a wreck div-
 ing classic years ago called *Beneath the
 Killing Sea*. Bill is back again with another
 exciting sequel about wreck diving off
 North Carolina. In this one, he features
 the *Tarpon*, *Proteus*, *Dixie Arrow*, *British
 Splendor* and *Tamaulipas*. Sharks, dol-
 phins and unusual marine life are fea-

tured on these wrecks Lovin calls "monuments to history." Details may be obtained by writing to Marine Graphics, P.O. Box 2242, Chapel Hill, NC 27514.

Farther up the Atlantic Coast, more shipwrecks are documented in Robert Bachand's new book, *Scuba Northeast, Volume II*. Covering shipwrecks, dive sites and dive activities from Rhode Island to New Jersey, the author provides a rare service: exact locations of wrecks via Loran C. The 150 page paperback includes photos, maps and illustrations and is available from Sea Sports Publications, P.O. Box 647 Belden Station, Norwalk, CT 06852. The price is \$8.95.

Safe diving to all. Be sure to include a stamped, self-addressed envelope when writing: Ellsworth Boyd, 1120 Bernoudy Rd., White Hall, MD 21161.

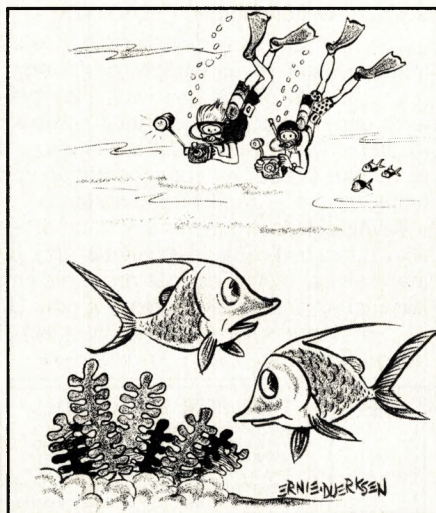
CHURCH PHOTO COURSES

Jim and Cathy Church, SDM's contributing photo editors, will conduct their U/W photo courses at Sunset House, Grand Cayman, again this summer.

Ten courses will be offered from May 2 to September 12: (1) May 2-9; (2) May 16-23; (3) May 30-June 6; (4) June 13-20; (5) June 25-July 2; (6) July 9-18; (7) July 25-August 1; (8) August 6-15; (9) August 22-29; (10) September 5-12. Courses (3) and (6) are for repeating students only.

All of these are full-time, intensive courses with Jim, Cathy and an award-winning assistant personally instructing. Topics include: composition, natural light techniques, TTL and manual strobe techniques, close-ups and macro. Use of a fully-equipped, air-conditioned classroom, slide lectures, hands-on demonstrations, an exclusive dive boat, slide processing for assignments and many items of U/W equipment are included in the course.

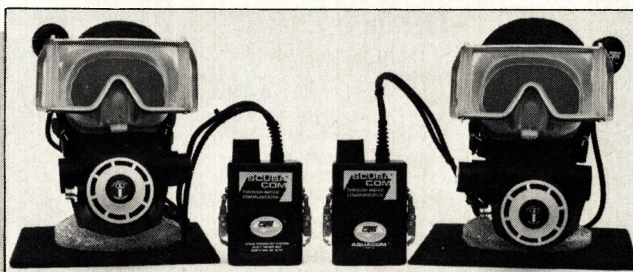
For more information, write to Jim and Cathy Church, P.O. Box 80, Gilroy, CA 95021-0080 or call (409) 842-9682.



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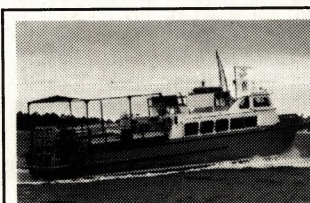
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- 12/24 time
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- Long life battery



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- Digital stopwatch
- Luminous hands/dial
- One-way bezel, safety locks
- Calendar, depleted battery warning signal



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- 660 ft. waterproof
- Swiss ESA movement
- One-way bezel
- Screw-down crown
- Luminous hands/dial
- Stainless case, calendar
- Quality equal to Heuer and Seiko



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FEATURING—

- Depth-gauge to 300 feet
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- Electronic calendar, AM/PM
- 12-digit LCD display
- Night light, long life battery



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PRO 1000M DIVER

FEATURING—

- 3,300 ft. waterproof
- One way ratcheted bezel
- Screw down crown
- Luminous hands/dial
- Stainless case/resin band
- Super quartz accuracy
- 3 yr. battery



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LADIES' 200M DIVER

FEATURING—

- 660 ft. waterproof, 1/2 size
- Swiss ESA movement
- One-way bezel
- Screw-down crown
- Luminous hands/dial
- Stainless case, calendar
- Quality equal to Heuer and Seiko



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- 330 ft. waterproof
- Witaminda highflow temps.
- 5-year battery, 3 alarms
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- 12/24 time, 12-digit LCD
- Countdown timer
- Night light, calendar
- 1/2 oz. case/band



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TIMEX IRONMAN

FEATURING—

- 330 ft. waterproof
- 1/100 sec. stopwatch
- 8-day multiplay memory
- 3 mode countdown timer
- Daily/hourly alarms
- Night light, calendar
- Long-life battery



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CASIO DW-5400C

FEATURING—

- 660 ft. waterproof
- 33-foot shock-proof
- 1/100 stopwatch
- 12/24 time, 12-digit LCD
- Countdown timer
- Night light, calendar
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CASIO TOUGHWATCH II

FEATURING—

- 330 ft. waterproof
- 12/24 time, 12-digit LCD
- Night light, calendar
- 1/2 oz. case/band



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CASIO TS1200

FEATURING—

- 330 ft. waterproof
- Reads temp. in F° or C°
- 1/100 sec. stopwatch with repeat every hour
- Temp/daily/hourly alarms
- Calendar, 12/24 hour time
- 8 time zones, night light
- 1/2 oz. case/band



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DIVER'S WORLD

The Santa Monica/West Los Angeles, California area has a new dive store—Diver's World. Jeff Block, a PADI instructor for more than 11 years, manages the store. He offers PADI training ranging from open water to numerous specialty classes. A full spectrum of equipment is available. There is a 5,000 psi, 10 cfm compressor system with 5,000 cubic feet of air storage.

Block plays many of the latest underwater videos during business hours. Customers are invited to watch. The store will also be offering dive trips to various warm water locations as well as trips to the Channel Islands.

The new 2,300 square foot facility is at 3127 Lincoln Boulevard in the city of Santa Monica. The phone number is (213) 450-6425. Diver's World is open every day from 10:00 am to 7:00 pm.

FISHER ANNIVERSARY MEDAL

Fisher Research Laboratory has issued an aluminum medal commemorating 56 years in the metal detector business. One side of the coin depicts a metal detector surrounded by "Fisher Research Laboratory, 1931-1987." Centered on the other side is the familiar Fisher M-Scope logo and the words, "The world's oldest and proudest name in metal detectors."

The one and one-quarter inch diameter medal is being offered at Fisher dealers or direct from Fisher at 1005 I Street, Dept. SD, Los Banos, CA 93635.

AIR CONSUMPTION CALCULATOR

To teach air consumption calculations easier and faster and to add fun to training dives, NAUI has introduced the SAC-Rate Calculator. Similar to a proportional scale, the calculator is a precision device that computes, in just seconds, a diver's surface air consumption (SAC) rate.

This number is a depth-compensated measurement of an underwater "mpg" rating; it tells divers how well they perform underwater and how they compare to other divers with equal experience. It also helps predict air supply duration and helps assure a good buddy match.

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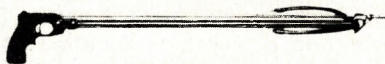
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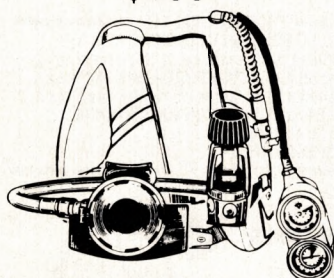


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Water Education Training (WET) of San Diego, California has reopened its newly remodeled 3,500 square foot vacation training facility. The facility now has a rental department that can equip more than 100 divers and there are inflatable boats, DPVs, cameras, lights, kayaks and video equipment for rent.

WET offers skin diving tours, resort courses, refresher classes, weekly night dives (Tuesdays), one-half day dives to the La Jolla kelp beds, one day dives to the Coronado Islands and one, two or three day weekend trips to discover Baja.

WET has two active dive clubs in San Diego. For information contact WET at 7094 Miramar Road, San Diego, California 92121; (619) 693-DIVE.

GREENSTONE NOMINATIONS NEEDED

Nominations are now being accepted by NAUI for the 1987 Leonard Greenstone Diving Safety Award. If the committee deems one of the nominees worthy of the award, it will be presented at the International Conference on Underwater Education in Santa Ana, California in early November.

The award is the figure of Poseidon, carrying a trident and standing atop a jade rock. Selectees also receive a plaque and a cash honorarium of \$500.

Award Committee chairman John Wozny said nominations can be made on behalf of individuals who have made significant contributions toward safety in the sport diving community. The award is open to all persons throughout the world, regardless of any organizational affiliation. The initial contact for nomination should include a statement of reasons for submitting it. Send nominations to: Greenstone Award, John Wozny, Chairman, 5738 Lucia Walk, Long Beach, CA 90803.

BERRY SPECIALTY COURSES

Berry Scuba of Chicago will be offering two specialty courses this month. Equipment specialist is a one day intensive class on the care of scuba equipment. Offered May 9, its topics include: storage, transportation, cylinders and valves, exposure suits, buoyancy compensators, lights, photo gear, accessories and servicing your second stage.

The second course is recompression specialist. On May 16, a limited number of participants will learn about hyperbaric chambers, deep diving, the latest information on decompression and make an actual chamber dive to 120 feet.

For information on these courses contact Berry Scuba, 6674 Northwest Highway, Chicago, IL 60631 or call (312) 763-1626.

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- balanced	\$279.95	\$139.95
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*NEMROD ARIES	\$189.95	\$89.95
*PRO-SUB - balanced	\$190.00	\$144.00
*BEUCHAT - balanced	\$200.00	\$150.00
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PRO-SUB	\$99.95	\$59.95
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dive timer & knife	\$299.95	\$224.95
TEKNA DIGITEK 11 FUNCTION AUTO		
DIVE COMPUTER	\$424.95	\$319.95
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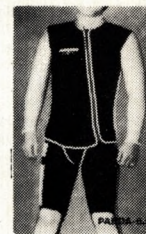
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TABATA TITANIUM DIVER'S WATCH	\$560.00	\$420.00

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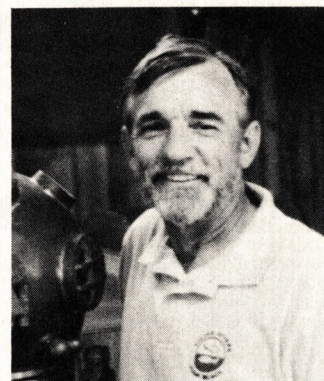
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FEAD TO PISCES DIVERS

Lou Fead has joined Pisces Divers of Miami Beach. Author of the popular diving textbook *Easy Diver*, he joined Pisces after a two year sabbatical following 15 years of full time diving instruction. He is known for his "easy" approach to scuba and has published many articles on it. He



was instrumental in the adoption of standard sport diving hand signals.

With Fead on staff, Pisces plans to offer courses for both tourists and local residents to enhance their sport through exotic education in a fun environment. Further information is available through Pisces Divers, Inc., 1290 5th Street, Miami Beach, FL 33139; (305) 534-7710 or outside Florida call (800) 537-DIVE.

DRAFAHL SLIDE SHOW COURSE

A new photo course is being offered by Jack and Sue Drafa of Image Concepts. It is designed to help underwater photographers organize slide presentations. This unique one week course is being offered July 25-August 1 at the Riding Rock Inn, San Salvador, Bahamas. The cost of the photo class is in addition to the resort's eight day/seven night diver package and does not include airfare.

A copy of Kodak's A-Z guide to multi-image shows, entitled *Slides—Planning and Production* and brochures on all the latest A/V equipment will be provided. Each student will actually produce a complete slide show to take home. The series of classroom lectures will include such topics as: steps in producing slide shows, what's new in audio/visual equipment, producing high quality title slides, how to make multi-image slides, creating special effects, computer graphics, composition and photo techniques, steps to successful soundtracks, hands-on programming, presenting slide shows.

The class size is limited to 12. For further information contact the stateside representative for the Riding Rock Inn at (800) 272-1492 or Jack and Sue Drafa (503) 648-3311.

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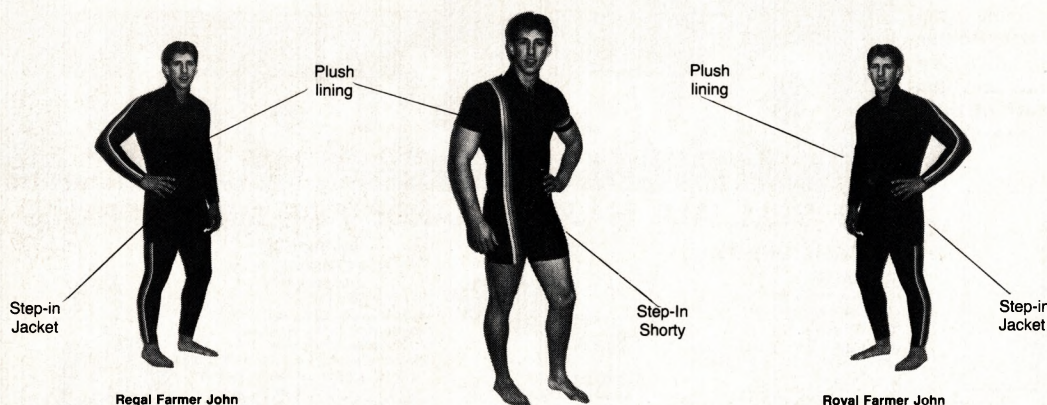
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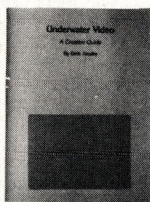
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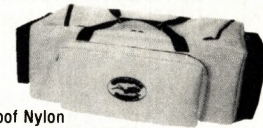
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AQUACRAFT II WETSUIT HANGER

The Irresistible Accessory

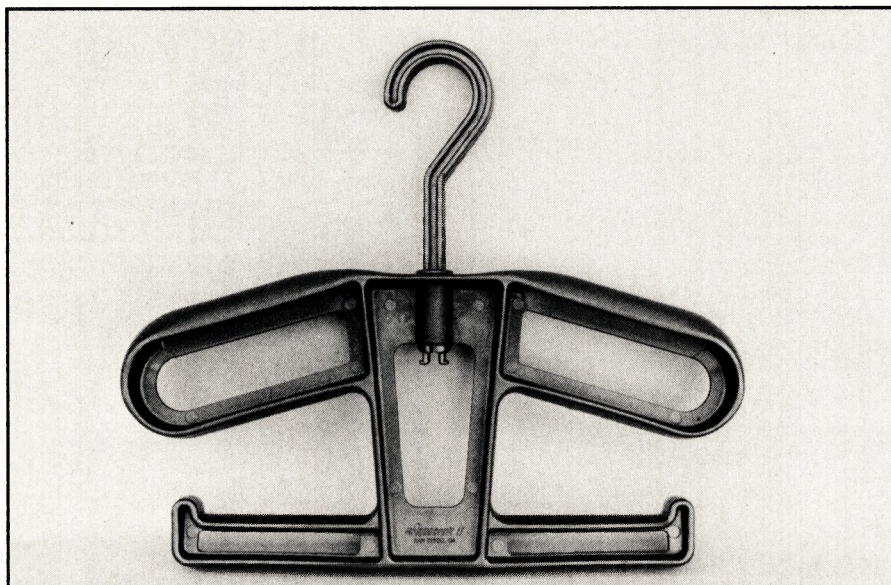
TEXT AND PHOTOGRAPHY
BY BONNIE J. CARDONE

This is one piece of dive gear I would never advise you to take on a charter dive boat. Why? Because you probably won't see it again if you do!

It's not that divers are dishonest, it's just that this accessory is practically irresistible: Once you see one, you'll want it. It is a wetsuit hanger, from Aquacraft II.

The problem with hangers not specifically designed with wetsuits in mind is that: 1) They rust; 2) They aren't sturdy enough; 3) They aren't thick enough to allow air to circulate inside the suit.


The Aquacraft hanger eliminates all of these difficulties. Made of ABS plastic, it has no metal parts, so it can't rust or corrode and won't leave ugly stains on your wetsuit. ABS is used for a lot of dive gear



Because it is heavy-duty plastic, with no metal parts, this hanger cannot rust.

because it is so strong and durable. The Aquacraft hanger is not flimsy, it is a heavy duty device that can handle the heaviest, bulkiest wetsuit. Almost three inches wide at the top of the shoulders, it has open panels that allow good air circulation and promote drying. It comes in royal blue or black and costs just \$13.95.

Remember my warning: Don't take the Aquacraft wetsuit hanger on a dive boat!

I've seen lesser hangers—for example, wooden ones with the owners' names burned on them in huge letters—vanish in the blink of an eye. If you choose to ignore my warning, it's true, you can always buy another at your local dive store. But, why tempt your fellow divers beyond endurance? Take my advice. Leave your Aquacraft wetsuit hanger at home. It'll be our little secret. 

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TECHNIFACTS

(Continued from Page 49)

qualifications and experience of the group members. It is extremely important in planning a safe and fun trip that this evaluation be done critically and honestly. While a C-card may indicate certain classes have been completed, it does not provide data on total skills and complete qualifications for most kinds of diving. A logbook is more apt to contain the information needed to plan a trip, particularly so if it is going to involve open sea, cave, advanced techniques or wrecks. Regardless of your experience, be careful about joining a group having divers either over or under qualified when compared to you. And, above all, be honest about your qualifications and experience.

When evaluating experience, including your own, remember it is not the number of years you have been qualified or even the number of years you have been diving. More importantly it is the variety of conditions you have experienced; the number of challenging situations you have encountered and safely overcome. If candidates for a trip have been inactive for several months (more than four) they should take a refresher course of at least four or five days to reinforce dive reflexes and reactions.

Those prone to seasickness may want to avoid all boat diving. Although boats try to conduct diving in sheltered waters, trips to and from the site can get rough.

CONTINGENCY PLANNING

On a sport diving trip a little bit of contingency planning goes a long way. A good approach is to first list all equipment that must be taken to accomplish the goals set for the venture. Then make a list of all parts, supplies (such as film, videotapes, batteries, lights, gaskets, etc.), tools and equipment that might possibly be needed to keep it all working.

A small but functional first aid kit should be included to treat various diving related wounds. Antihistamine and anti-motion sickness medicines may also be helpful. An absolute must is a sunscreen, preferably one that blocks 100 percent of the harmful rays of the sun. On a boat or beach the sun's rays hit from all sides and all angles. Unless protected, you will get sunburned. Other supplies that seem dictated by your previous experience in overseas travel should also be included.

Granted, the preceding information only highlights areas that must be considered in planning a safe, fun and satisfying dive trip. Use this Technifacts as a guide. Research and planning can be a rewarding and fun part of a trip, try it!

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Dv. aboard our 40' Scuba Safari & 34' Free 'n Clear. Full/1/2 day
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brunch served, cust. dv. pkgs. avail. Rec. by Undercurrent 3/82.

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Bahamas/Pennekamp, U/W video rental, snkl. w/dolphins, PADI instr.,
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PADI dive shop, lessons, 3 boats, groups, spring/fall dive pkgs.

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"Carol J", P.O. Box 2842, Key West, FL 33045
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THE DIVING SITE, INC. US 800/834-3935; FL 800/821-9155
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ISLAND SCUBA CENTERS, INC. 516/546-2030
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 Sales, air, rentals, repairs, waterfront store, travel.
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I Learned About Diving From That

The Importance Of Second Stages

BY RICHARD TRIEBE

Summer was fading fast and to cap it off in grand style my dive club, the Sea Deucers, went up to Munising, Michigan, for the Labor Day weekend. For us this trip is an excellent time to get together for some camaraderie, to bid a sort of fond farewell to summer and to make our final dives of the season.

On my previous dive I had noticed a fine mist of water when I inhaled and thought I should get my regulator checked out and, perhaps, overhauled before the Labor Day trip. I didn't have an octopus and was somewhat concerned that my second stage might stop working completely. I took it to a local dive shop and explained the problem to a friend who worked behind the counter. I said the mist was very slight and (playing the role of the macho diver) laughingly admitted it did help relieve the dryness of the compressed air. I also expressed my fears that it might fail completely and deliver a flood of water instead of air. My friend nodded judiciously, took the regulator and said he'd look at it. When I picked it up three days later I was told he had taken it apart and made a few adjustments. He said no overhaul was needed. Since I was such a good customer there would be no charge. Not getting an overhaul was against my better judgement, but my friend knew best—I thought.

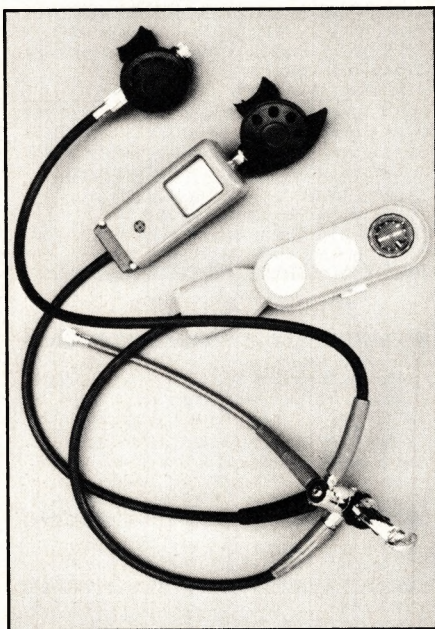
Our long awaited trip finally began. On Friday night we drove up to Munising.

When we awoke the next day the sky was overcast but that didn't dampen our enthusiasm one bit. We made two enjoyable dives in Lake Superior on Saturday and two more Sunday. Visibility was excellent—30 or 40 feet. On Monday the plan was simple, we were to make an early morning dive on the *Smith Moore*, then pack and head for home.

The *Smith Moore* is considered the king of Munising shipwrecks. To our way of thinking she's the Super Bowl and the World Series all rolled into one neat, wet package. She is a real beauty; not only the deepest but the most intact as well.

My buddy was Joe, just recently certified. As he and I slipped into the water I had no cause for concern. I had made up my mind to keep a close eye on Joe and monitor his air frequently since this was a fairly deep dive. Besides, my regulator was working fine.

We found the stern of the ship at 85 feet and I checked Joe and our gauges to make sure everything was all right. I was pleasantly surprised because Joe didn't act like a novice at all. He started right in, posing like a professional. I chuckled uncontrollably as I took the



photo/Eric Hanauer

pictures. I couldn't help being impressed by Joe's relaxed attitude at depth. I was sure I needn't worry about him, but just to be safe I checked his air against mine. We both had 1,600 pounds left and were 15 minutes into the dive. Not too bad.

When we left the mast my regulator suddenly began misting again. I was concerned, but not overly so. It had done this before and everything had turned out all right. I motioned Joe we should head back to the stern. He obediently followed. If something was going to go wrong I wanted to be near the anchorline. The farther I swam the worse the mist got. To my alarm, each breath let in a little more water. Now I was truly worried. Not only was I with a new diver but he thought I had plenty of air because I had just shown him my gauge. How would he react if I gave him the out of air sign now? Would he think I was trying to be funny and laugh it off?

While I pondered this I tried to rectify the problem myself. This was mistake number two. While all this was going on my body was becoming starved for oxygen and, as I found out later, I was taking water into my lungs. What I originally thought was a harmless mist now became a torrent. I could no longer breathe what little air was left. I had to act now! Deadly serious, I faced Joe, looked him in the eyes, drew my hand across my throat and took the regulator out of my mouth. Although I appeared calm, my mind wouldn't be still. It kept


asking: Would Joe know this was a real emergency? Would he share his air?

To my great relief and surprise he did just as he was taught. He handed me his mouthpiece and I gulped two breaths in an instant. To my horror I saw it wasn't enough. I had just wolfed down two breaths and my body still cried out for more. I knew then I had waited too long to buddy breathe. This little bit of air just wouldn't do. My body wanted more, ached for it. But, my training said no; give the regulator back. My training won out. I remember handing the regulator back just as I pushed off from the deck but everything else is a blur. I don't remember much of the ride up or of breaking the surface and I don't remember the skipper of the dive boat jumping into the water and towing me to it. I don't even remember being pulled from the water. I do remember lying on my back on the deck and an oxygen mask being pressed into my face. The boat came alive, plowing through the water, rushing to meet an ambulance at the dock.

Soon I began to feel better. I was able to catch my breath. Everyone looked relieved and said my color was coming back. Within minutes—or so it seemed—we were at the dock and I was transferred to the ambulance. At the hospital they took a test for arterial gases dissolved in the blood. They found there was water in my lungs and I was only benefiting from half of the air I breathed. They kept me on oxygen the rest of the day and that night I developed a slight fever as a result of my body fighting a foreign substance (water in the lungs). Luckily, my stay at the hospital lasted only two days but what I learned didn't. It will last the rest of my life.

First: Never trust a friend to check something as important as a regulator unless he is a certified repairman. I got talked out of an overhaul and it almost cost me my life. Nowadays I don't care what it costs, I get it done right, I get it done often, and I get a receipt.

Second: If something goes wrong with your second stage don't be fool enough to think you can tinker with it underwater and fix it. There's a good chance that by the time you discover it can't be fixed your body will already have two strikes against it. In all likelihood it will be grievously starved for oxygen and won't be satisfied by a few quick breaths. I wasn't. Please don't be afraid to buddy-breathe with your partner, after all, that's what he or she is there for, to help if you need it.

Third: I resolved always to dive with an octopus. I'm a much safer diver and, contrary to popular opinion, they're not always for the other guy. If I had had an extra second stage that day I could have switched regulators and continued the dive. 

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